



GOLDEN GATE BRIDGE
(SEE PAGE 10)

INSIDE TRACK



APRIL 1937

Vol. 16

No. 4

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.



This information is not issued in connection with any sale or offer for sale or offer to buy any security.

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VOL. 16

APRIL, 1937

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In This Issue

	Page
Cleanliness	1
Good Judgment	2
Introducing our "Flying Squadron"	3
Resistance Coils	4-5
Thanks for Posters.....	6
Accident Prevention	7-8-9
On the Cover	10
Items of Interest.....	11 to 17
General Office Doings.....	18-19-20
As Others See Us.....	21-22-23
Col. Henry Marison Byllesby Post No. 3000.....	24-25
Third Street Division News	26
Geneva Eight Wheel Gossip	27-28
Turk and Fillmore "Truth and Fable"	29-30
McAllister Division	31-32
Sutro Surf Bubbles	33-34-35
28th Street-Castro Cable	36-37-38
Oak and Broderick	39-40-41
24th and Utah Gilly Room Gossip	42-43
Ferry Scandals	44-45
A Fair Fare to Pay Fair Wages	46-47-48

Personal Appearance—the Value of Neatness and Cleanliness

The value of cleanliness and neatness cannot be measured in dollars and cents. Cleanliness is one of man's most valuable assets. It lends value to character and personality. Neatness attracts attention when other means fail. A clean, neat-looking person commands respect because people admire these qualities.

Conductors, motormen and operators need to watch their appearances for many reasons. Cleanliness helps to make your meeting with people easier and pleasant. Passengers respect and admire you and listen with greater consideration, and you readily gain their attention when it is necessary to make requests, such as: "Please move up into the car," or "Please let them out first," or "Fare, please," etc.

A long standing rule for all trainmen reads as follows:

"Motormen and Conductors must report for duty clothed in full regulation uniform, and must be clean and neat in appearance."

This rule is one of the first in the Rule Book because of its importance. (See page 6 of Rule Book.) It has not been changed, and is in full force today.

Here are a few simple rules to follow to be neat and clean:

1. Shave each day. It adds so much to your comfort and looks.
2. Brush your uniform carefully. Keep it pressed and clean. Clothes last longer when properly cared for.
3. Shine your shoes regularly. Keep them brushed. People see your feet as they get on the car.
4. Look in the mirror and say to yourself, "This is the fellow I must work with today. Does he look O.K.?"

A few minutes spent in checking up on yourself before starting the day will soon become a habit. To be clean and neat, builds up one's self-respect and confidence and makes the work easier. It reflects credit upon you and the Company you represent. There is deep satisfaction in knowing your work is well done.

John Wesley spoke wisely when he said, "Certainly this is a duty, not a sin. Cleanliness is indeed next to Godliness."

Good Judgment

Accident-free motormen have good records because they use good judgment.

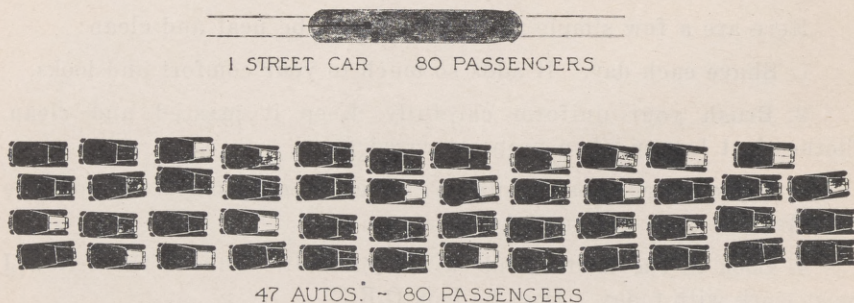
The motorman of a street car slowed down as he approached a line of parked machines. Suddenly one of them pulled out directly in front of him. He was able to stop his car in time to avoid a collision. When asked why he slowed down he replied, "I saw white smoke coming out of the exhaust of that automobile. That told me the driver had his foot on the gas and might do the wrong thing, so I was prepared for it."

A motorman approaching a cross street slowed down for no apparent cause. As he reached the corner, a large truck pulled out of the street at high speed directly in front of him. When asked why he slowed down, he said, "Didn't you see that pedestrian on the crosswalk jump ahead to reach the curb? I did! That told me there must be a vehicle approaching."

That's good judgment.

1 1 1

Street Cars Versus Automobile in Urban Transportation



The chart shown above pictures in a very clear manner the value of street cars in transporting large numbers of people in congested areas. One street car hauling an average load of 80 persons, takes up a very small portion of the street. Forty-seven automobiles would be necessary to haul the same number of persons, and look at the street space required. Parked autos along the curbs of our streets take up the street space and force traffic to the center of the street, in front of the street car, delaying the car, which is doing the biggest part of the work.

Introducing Our "Flying Squadron"



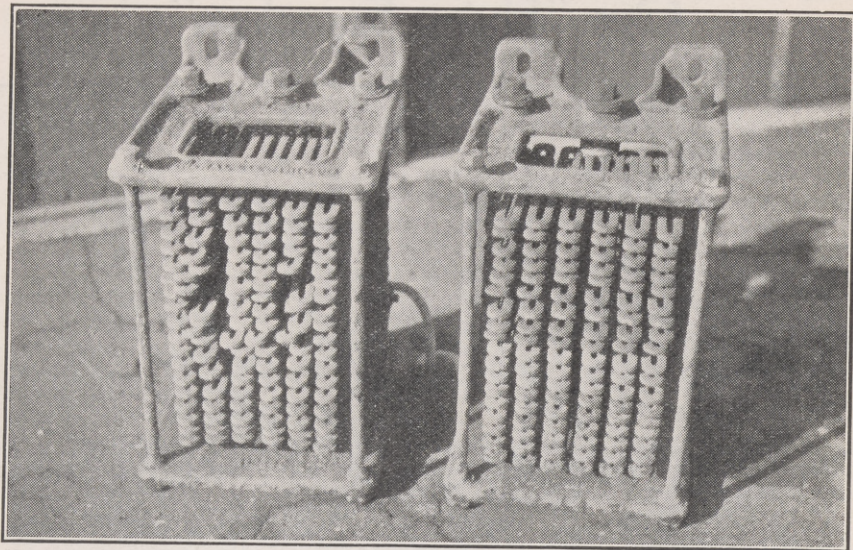
Above, from the left are Inspectors P. O. Petersen, Eddie Havens, Earl Castillo and Ralph Cowden, the "Flying Squadron" with their new motorcycles.

* * *

When the Management approved the "Flying Squadron" idea for use on the Market Street Railway Company lines, it was because it gave promise of better service to the thousands of our patrons who ride the cars daily. It also brings close cooperation between the Inspectors and the Trainmen. This has never been possible when Inspectors have been stationed at fixed points as formerly.

Two of these men are on duty during the day and two at night, one north and the other south of Market Street. They keep an accurate check on all cars and their schedules. A set of tools is carried in each side-car so emergency troubles can be corrected with a minimum loss of time.

Resistance Coils



Resistance boxes or coils are placed on street cars for the purpose of distributing the power evenly to the motors as the controller is notched into higher acceleration.

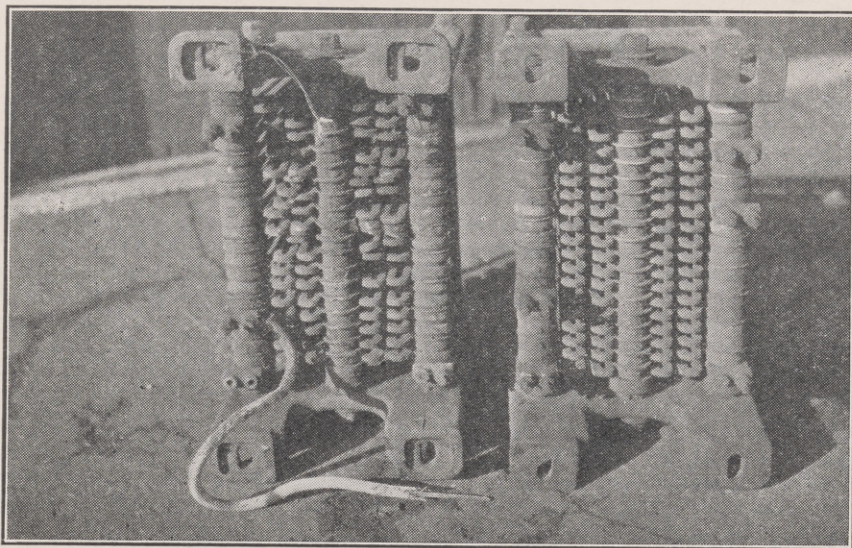
If there were no resistance boxes on street cars it would only be necessary to have one notch on the controller, but the car would start with a severe jerk, which would not be very pleasing to the passengers.

Controllers are so arranged that part of the voltage is banked into the resistance, except on the fifth, or last point. Holding the controller on the fifth, or last point, means that the power is coming directly from the trolley into the motors, and causes no trouble to the resistance boxes, nor does any power go to waste, but wilfully holding the controller too long on any point other than the fifth and last, causes the electricity to settle in certain sections of the resistance boxes, wastes power, and eventually burns out the resistance.

When an Operator feeds his car normally, he gives the power a chance to be distributed evenly into the motors and gives the car a chance to start smoothly.

An Operator can always tell when his car has developed resistance trouble; the car is usually dead on the first or second points, and jumps on the third point; or the car may be dead on the first, second, or third points, and jumps on the fourth point. If all the resistance boxes were disabled, the car would always start on the fifth point.

Rarely will a terminal wire of a resistance finger in the controller



develop a defect, but the majority of cases of resistance trouble starts from carelessness or negligence on the part of the operator by applying air with the power on; holding the controller on a certain resistance point too long in following traffic, or going up grade; holding car on grade with power instead of air, and most of all when a pair of motors are cut out, to hold the controller too long on the fourth point.

Would you operate your automobile with the emergency brake on? Then why operate a street car with the air and power at the same time?

The accompanying photographs show what happens to resistance boxes when the Operator does not handle his car properly.

1 1 1

Inside Track is Commended

Our President, Mr. Samuel Kahn, recently received a letter of more than usual interest, from Mr. B. J. Lynch, President of Public Utility Engineering and Service Corporation, Chicago, Ill. We quote from Mr. Lynch's letter:

"Several times I have intended dropping you a line regarding your magazine 'Inside Track'.

I simply want you to know I think it is excellent and has an exceptional human touch."

We thank you, Mr. Lynch.

Thanks for Posters

CITY AND COUNTY OF SAN FRANCISCO

Mr. H. B. Mills,
Market Street Railway Company,
My dear Mr. Mills:

On behalf of myself and the Committee for Health Week, I wish to extend our sincere thanks to the Market Street Railway for their generosity and whole-hearted cooperation in publicizing San Francisco Health Week by display of window slogans in all of your cars.

Yours very truly, DR. ADOLPH E. SCHMIDT
Supervisor.

March 9, 1937.

CALIFORNIAN'S INCORPORATED

Mr. L. V. Newton, Vice President
Market Street Railway Company
Dear Mr. Newton:

On behalf of Mr. John Cuddy, our Managing Director, may I take this opportunity to thank you for placing our message pertaining to out of state tourists in the Market Street Railway street cars.

Your cooperation in this instance is deeply appreciated.

Sincerely, Herbert O. Warren,
Director of Publicity

March 16, 1937.

Californian's Inc.
703 Market St.
City.

Office of the PARK COMMISSIONERS San Francisco, Calif.

Mr. Earl G. Ryan
Commercial Department
Market St. Railway Company
Dear Mr. Ryan:

I should like to express once again the thanks of this department for the helpful cooperation we received from you in advertising our two Easter Egg Hunts through the medium of car posters.

The increased size of the crowds attending our shows last Sunday was largely due. I feel sure, to the invitation extended by means of these posters. We appreciate very much the courtesy you have shown us.

Very sincerely yours,

March 31, 1937.

(Signed) Emmett Fitzgerald.

"A Fair Fare to Pay Fair Wages"

On Tuesday, March 30, 1937, a large advertisement was published, by this Company, in the leading newspapers, announcing its decision to apply to the California Railroad Commission for an increased car fare. We have had several requests for copies of this ad, and are reprinting it in full on the back pages of this issue of Inside Track, for your convenience. (See pages 46-48.)

Accident Prevention

We publish two letters recently received from Trainmen. Both give very good advice. They are written by men who know what they are talking about, by their own experience. Read these carefully and THINK before you act, next time.

Don'ts For Motormen

To avoid some of the accidents that are happening. First form the habit of leaving the barn on time so you can let your car run half speed, 7 or 8 blocks to warm up your motors and so that you can leave the end of the line on time. Most men wait until the time is up before getting ready to leave, then they feed their car up to full speed as soon as they get out on the street. The result: blowing a fuse or over-head. The first thing he says, "Got a bum car, have to turn it in" or he leaves the end late, then he goes tearing down the street running by passengers; passing lots of them up entirely. Sometimes having an accident, which could have been avoided.

Don't run your car through water fast, with power on. Run slow. If you run fast, water splashes up in your motors, getting brushes and fields soaked and you have a disabled car. When we have heavy rains here, it lies on the tracks. Your armature casing is only four inches from the ground and you can't see whether there is a bolt or nut on the rail, but every time it rains hard and water is deep on the rails, I see motormen running full speed. Run slow over point on switches. If you go over them too fast, you are liable to split them. You will find the switches are O.K. in many cases where they have been split.

Watch your traffic signals. Don't start until the signal says "GO". If you start before, you are apt to hit some pedestrian or machine.

Stop at all arterial stops, where there are no traffic signals, then if something happens, you have people on your car that will say you stopped, that is, if you **did stop**. If you didn't they are all too eager to say you didn't; therefore you and your Company are in bad, especially the Company, for your error.

Don't start your car every time you get the signal to go. If you do, you are going to leave passengers, a lot of times, by conductors not seeing them.

Aim to stop the rear of your car where the passengers are standing. Then they won't have to walk half a car length to get on. Lots of conductors don't see intending passengers for some reason. If they would look around to see, instead of giving two bells to go, the passenger would be able to get on.

Watch out when passing intersections. If a car is going in the opposite direction you see the car but you don't see the machine driving along side of car. When the car gets past, the machine runs in front of

you but you must watch out for such conditions are a part of your work.

When two cars are entering an intersection, where there is an electric switch, the one nearest the switch ought to have the right of way but there is **no right of way**, when it comes to avoiding an accident, if you know what I mean.

Don't run you car down grade any faster than you would on up grades. When your car gets going too fast, slow down so that you are not shaken out of your seat.

Keep your brake shoes against the wheels going down grades. Don't leave your air handle to "off" position going down grades so when you get in a pinch, you won't have to push your air over in emergency and slide your wheels, which is being done every day, even on a dry rail. This causes flat wheels.

Sound your gong or whistle passing all driveways. Have your car under control at all times to avoid accidents which cost the Company in material, if not damage suits. There is lumber, bolts, nuts, screws, and all of these cost money.

Sound your gong passing standing cars, slow down passing standing cars. Never mind the time. You will say "I was late". Well, you would have been a good deal later if you had an accident. You would have had to stop and get untangled, maybe turn your car in, or a fender damaged and a report would have had to be made and other things, which could have been avoided.

I know from experience, it is hard to get through without hitting a machine or a machine hitting you but a little more care and caution will bring them down considerably.

I will say this, there are a lot of men here driving travel off of our cars, instead of trying to build it up and there are some who are trying to build it up. I have been running street cars over thirty years in San Francisco.

Step Accidents are Caused by:

- (1) **Conductors** known as "Stool Hogs," who give the bells without rising to look around the side or back of the car.
- (2) **Conductors** who stand on the blind side of the platform indulging in idle conversation instead of attending to passengers who are leaving or boarding the car.
- (3) **Conductors** who permit women to step off backwards before the car has come to a full stop.
- (4) **Motormen** who do not stop promptly when receiving one bell to stop after starting up. They get sore at being pulled down and will drag along for ten or fifteen feet before stopping.
- (5) **Motormen** who start on one bell—in a fraction of a second a woman or an elderly person can come from behind the car and catch hold of the rear grab handle and be pulled down.
- (6) **Motormen** who indulge in idle conversation and forget a bell to

stop. They slow up at a safety zone to almost a stop—then wind up the controller just as the passenger steps off.

- (7) **Motormen**, who make a slow getaway after receiving the bells to start—this gives the “Mooners” a chance to make up their mind to get **that** car. They will rush out and make a grab and be pulled down while the conductor is making change and validating transfers. It is surprising how quickly these “Mooners” can move after they have finally made up their minds.
- (8) **Motormen** whose object it is to get away from passengers who are making a desperate attempt to board their car, especially at transfer points. If they would wait for intending passengers as they should no accident would happen but they risk blowing a fuse to frustrate the attempt of the would-be passenger to make it. They boast—“I go when I get the bells.”

THE GREATEST ABILITY IS RELIABILITY!

WHEN THERE'S A
CHANCE FOR
PROMOTION THE
MAN WHO
CAN BE
DEPENDENT UPON
IS THE MAN
WHO GETS
THE JOB!



Complaints

MARCH, 1937

Division	Discourtesy	Fares	Transfer	Inattention	Total March	Total Feb.
Washington and Mason	0	0	0	0	0	0
Turk and Fillmore	0	0	0	0	0	0
Third	0	0	0	0	0	0
Sutro	0	0	0	0	0	1
Twenty-Eighth	1	0	0	0	1	0
McAllister	0	0	0	1	1	1
Twenty-Fourth	1	0	0	1	2	3
Geneva	2	0	0	1	3	0
Oak and Broderick	0	0	2	5	7	4
	4	0	2	8	14	9

Like Commendations, complaints have increased from February to March. But, without reason, inattention is getting too many letters. We would like to hear from the trainmen accused of inattention. There must be two sides to every question.

On The Cover

Golden Gate Bridge, as seen from San Francisco shore. This grand structure will be completed within the next few weeks and ready for the opening days, May 27 for pedestrians and May 28 for automobiles. (No mention of horses and buggies.)

The Golden Gate Bridge Fiesta celebrates the completion of the Golden Gate Bridge, the longest and highest single span ever built by man, sweeping majestically across the famed entrance to San Francisco Bay and harbor.

To do justice to so mighty an engineering achievement, the commemoration itself must be big. It must be worthy of its subject. And San Francisco intends that it shall be. There will be a full week of festivity from May 27 to June 2, every moment filled with thrilling delight—such a Fiesta as the West has never seen.

Here, in brief, is the Fiesta Program.

May 27—THURSDAY

Golden Gate Bridge Pedestrian Walk.
Spectacular Day Parade to Crissy Field.

Thrilling Mounted Troop Exhibition.
Historical Pageant with John Charles Thomas.

Illumination of Bridge—Fireworks.

MAY 28—FRIDAY

Opening of the Golden Gate Bridge
Massed Airplane Flight—Flag Raising.

Cavalcades Review—Bands.

Arrival of Entire United States Fleet.

Waldo Approach Dedication with
International Log-sawing contest
at Bridge Head.

Ground Breaking of Western States
Building on Golden Gate International
Exposition Site.

Fashion Shows—Concerts—Official
Banquet.

Mounted Troop's Show.

Sports — Pageant — Fireworks —
Fleet Illumination.

MAY 29—SATURDAY

Marvelous Marin Fiesta.

Yacht Races—Marine Sports.

Special Exhibitions by Mexican Po-

lice Cyclists, Cowboys, Indians,
etc. — Wild West Show.

Reception to U. S. Fleet by Army-
Navy Club.

Illuminated Night Parade.

International Night — Fireworks —
Boxing.

MAY 30—SUNDAY

Special Worship—All Churches.

Mammoth Yacht Parade—Pageant.

Memorial Services by School Chil-
dren and Bridge-Workers in Tri-
bute to Golden Gate Bridge Dead.

MAY 31—MONDAY

Memorial Day Military Parade

Swimming Races.

Army vs. Navy Baseball Game —
Pageant.

JUNE 1—TUESDAY

Children's Spring Festival — Fleet
Cutter Races.

Massed Bands — Solos — Commu-
nity Singing.

Labor Ball — Wrestling.

Grand Fireworks Finale.

JUNE 2—WEDNESDAY

Military and Naval Ball.

Mardi Gras Ball for Army and Navy
Enlisted Men.

"Eternal watchfulness is the price of Safety in the conduct of your daily work. It likewise is applicable on the highway, streets, or your homes."

Items of Interest

GOLDEN GATE BRIDGE FACTS

Length overall	9200 feet
Length of main spans.....	4200 feet
(Longest in the world by 700 feet)	
Length of side spans.....	1125 feet
Cost	\$35,000,000
Decks	One
Width of roadway (six auto	
lanes)	60 feet
Sidewalks (each 10 1/2 feet wide)	
.....	Two
Clearance over high water	
(span center)	220 feet
Height of deck above water	
(at center)	266 feet
Height of two bridge towers	
(Highest in the world)....	746 feet
Annual automobile Capacity	
.....	70,000,000
Annual truck and bus capacity	
.....	6,000,000
Length of arch span (Fort	
Point)	319 feet
Height of arch span (Fort	
Point)	200 feet

New York City, Board of Aldermen adopted an ordinance on March 1, 1937 limiting the number of taxicabs to 17,858, the present number of licenses now on record. They find this number is sufficient to meet the need for this type of service and limitation to be in the public interest. This ordinance was signed by Mayor LaGuardia on March 6, 1937.

PIECE DE RESISTANCE

Seldom have we spent a more enjoyable evening than at the Pacific Railway Club dinner, held at the Palace Hotel March 11th last. Too much credit cannot be given Mr. George Binkley for promoting the affair among Market Street Railway officialdom. And no one entered into the spirit of the occasion with more gusto than our esteemed Safety Engineer—E. Cornelius Regan. Surely a sight to warm the cockles of one's heart to see a man, usually engrossed almost to the point of abject slavery in accident prevention, cast off the cares of the day and thoroughly relax. Long shall we remember his inspired leadership in the community singing, reaching a triumphant tonal climax in "When Irish Eyes Are Smiling." Possibly Lawrence Tibbett, Nelson Eddy, or John Charles Thomas might have led us more ably, but we have some grave doubts on that score, nor can we but feel that the operatic world lost a star of the first magnitude when E. C. R. took up railroading for a livelihood.

Some April Dates

April 1, 1844, the first telegraph office in Washington, D.C., was opened by Samuel Morse. Morse was born April 27, 1791.

April 3, 1861, the French Government approved the use of electric lights.

April 4, 1925, American Telephone and Telegraph Company sent pictures by wire. One of these first pictures was of The Market Street Railway Co. Blue and Gold street car.

April 5, 1634, is the first known taxicab service, started in London with four hackney coaches.

April 8, 1838, the first regular steamship service across the Atlantic was inaugurated when the Great Western left Bristol, England for New York City.

April 9, 1836, the first plan for transcontinental railroad was presented to Congress by John Plumb.

April 14, 1912, the world's largest ocean carrier, the Titanic, was sunk by an iceberg in the north Atlantic.

April 20, 1932, the first completely air conditioned train operated by the Baltimore and Ohio R.R.

April 28, 1864, the first Central Pacific locomotive, the Governor Stanford, placed in regular service.

New Suggestion Adopted

Inspector Harry Cohn is the recipient of a ten dollar check following the adoption of a suggestion made by him recently. Cohn has been observing the operation of cars and noted a condition which made it unpleasant for intending passengers and the conductors taking over cars brought out for exchange of a crippled car. The suggestion adopted is as follows:

No. 5032—When a car is taken on the road to make an exchange, keep gates closed until fare box is in place on the car brought out.

This eliminates the possibility of passengers boarding the car without paying their fare, removes the annoyance caused and increases revenue.

~ ~ ~

Montreal Tramways in Montreal, Quebec, Canada, is reported having started seven trackless trolleys on March 22, on their Beaubien Street route, five miles in length.

~ ~ ~

According to Transit Journal News, the Honolulu Rapid Transit Company, Honolulu, Hawaii, have increased their program for \$500,000 for new equipment by ordering ten new 31-passenger gas buses from Twin-Coach. They have fourteen 23-passenger streamlined units now in service. The Company is also converting their two-man equipment to the closed safety cars now used in many cities and operated by one man.

~ ~ ~

Historic Restaurant Moved

Thousands of people who have visited the Cliff House and walked around the terrace remember the Seal Rocks Restaurant operated for many years by S. Ihara. The reconstruction of the Cliff House by Whitney Brothers, which is now in progress, caused this famous host and his family to move to a new location. Mr. Ihara is now operating the Top Hat Barbecue at 1251 48th Avenue.

"Rubber Man" Bounces To Penitentiary

Convicted of attempting false pretense against the Baltimore Transit Company, Baltimore, Maryland, by fake accident claim, Frank Rush was sentenced to five years in the Maryland Penitentiary on March 1 by Judge O'Dunne in the Criminal Court. Rush admitted to fake claims in other parts of the country. A motion picture was displayed in court showing how the prisoner could dislocate various joints. Rush settled for his alleged injury in a bus accident in Baltimore for \$85, but was apprehended later. He has been dubbed the "Rubber Man".

—Transit Journal News.

~ ~ ~

Building permits issued during February totaled 578, valued at \$1,219,567. The number of permits was 6 per cent above last February. The first two months' total value, amounting to \$2,444,942, number gained 8 per cent. Residential construction accounted for 147 permits valued at \$699,100 with provisions for 166 family accommodations. Non-residential construction permits numbered 22 valued at \$300,560. Additions, alterations and repairs numbered 266 valued at \$198,038. Installations numbered 143 valued at \$21,869. During February but one public permit, valued at \$4,960, was issued; thus private construction accounted for practically 100 per cent of the total permits issued. Private construction permits' value for the first two months gained 24 per cent over last year.

~ ~ ~

Real estate sales during January, the latest month for which figures are available, numbered 652 with a value of \$4,945,752, or an increase of 19 percent in number and 34 percent in value over January last year. Mortgages and deeds of trust numbered 1,297 and amounted to \$8,289,409, and releases numbered 1,520 and amounted to \$8,520,554.

During February 309 ships arrived in San Francisco with a registered tonnage of 1,000,698, and the ship departures numbered 360 with a registered tonnage of 1,114,959.

Receipts of fruits and vegetables at San Francisco amounted to 1,297 carlots or equivalents, compared to 1,577 during February last year, bringing the two months' total to 2,714, compared to 3,294 last year. Livestock receipts numbered 109,424 head, compared to 101,441 head last February. The two months' total of 228,464 head was 10 per cent above the same period last year.

San Francisco's water supply stored in Spring Valley lakes is sufficient for nearly one thousand days at the rate of 52,000,000 gallons a day. This supply constitutes a history making record for San Francisco.

It was recently announced by the city administrator that a conference would be called to consider accommodations for the increasing influx of automobile trailer tourists. It was reported that the administrator would suggest the creation of a municipal trailer camp with proper sanitary conveniences.

San Francisco won honorable mention in the National Safety Council traffic safety contest held in 1936.

San Francisco bank clearings for the month of February totaled \$590,000,000, topping the figure for last February by 16 per cent.

Sales of fifteen department stores in San Francisco showed an increase of 6 per cent in February. Seattle led Coast cities in department store sales with a gain of 15 per cent and Los Angeles reported a gain of 12 per cent. Sales in Salt Lake City were up 11 per cent.

Plans for handling the transportation of visitors to the 1939 Fair reveal an expected attendance of 23,904,000 during the 288 days it is open. Two fleets of ferries will be needed to handle the 83,000 people, which is the estimate for the average daily attendance, and the 360,000 on peak days. One fleet of ferries will be operated from the Ferry Building, and the other probably from the Southern Pacific Mole in Oakland.

Approximately \$300,000,000 in gold bullion stored in the United States Mint in San Francisco will be shipped to the mint vaults in Denver.

The War Department has set \$4,000,000 for repairs and new buildings for the rehabilitation of the Presidio while local groups requested \$7,516,000. The San Francisco Junior Chamber of Commerce is heading a movement for the complete rehabilitation of the Presidio.

The inauguration of the new "Daylight" streamliner service over the Coast route between San Francisco and Los Angeles took place March 21. The Southern Pacific Company announced the new schedule of nine hours and forty-five minutes. The "Daylight" streamliners will leave San Francisco and Los Angeles daily at 8:15 a.m. and arrive at their respective terminals at 6:00 p.m. Stops in both directions will be made at San Jose, San Luis Obispo, Santa Barbara, and Glendale. During trial runs, these trains ran more than 80 miles an hour. Each train represents an investment of \$1,000,000. Other time reductions have been made in the schedules of the Lark, the Sunset Limited, and the Coaster.

San Francisco-Oakland Bay Bridge traffic during February totaled 667,563 vehicles with collections of \$348,009, compared with 575,083 vehicles in January with collections of \$384,092. The tolls were reduced on February 1st.

Flights from London to San Francisco in forty-six hours and from London to China in eight days by the end of the summer were predicted recently by a European representative of United Air Lines while in San Francisco.

Prior to leaving New York on her annual world cruise, the Empress of Britain had eight feet cut from her top masts. This was considered necessary when it was found that the clearance between the masts and the Golden Gate Bridge was not sufficient. The Empress of Britain is the largest steamer ever to enter the Golden Gate and will arrive in San Francisco April 29th.

Government expenditures between July 1, 1936 and March 9, 1937 aggregated \$5,008,932,303, or approximately \$133,000,000 over the same period last year, according to Treasury reports.

It has been estimated by Government monetary experts that foreigners have paid \$22,000,000 for transporting gold across the Atlantic in the last three years. More than \$4,000,000,000 in gold has flowed into the United States since the dollar was revalued early in 1934, bringing the total gold holdings to a peak of more than \$11,000,000,000.

Railroads of the United States and Canada have invested nearly \$50,000,000 in air conditioning passenger cars, according to the Association of American Railroads. The number of cars now in service exceeds 8,000 of which more than 4,000 are Pullman owned.

Workers received approximately 63 per cent of the nation's estimated total income of 60 billion dollars during 1936, or 9.5 billion dollars more than in 1933, according to the Department of Commerce.

The Home Owners Loan Corporation loaned to date, slightly more than \$3,000,000,000 at 5 per cent interest to about 1,000,000 persons. The HOLC has collected \$191,000,000 in principal and \$282,000,000 in interest on its loans.

Another Administration Story

A man who took great pride in his lawn found this year, to his dismay, a heavy crop of dandelions. He did his best to uproot them, trying every known device to get rid of them.

As his efforts were unsuccessful, it occurred to him finally that as the Government was helping the farmer and rendering so many services, he should write to the Department of Agriculture about his dandelions. So he depicted in a letter his woes to great extent enumerating all the things that he had tried and done, and ended his letter by saying, "What do I do now?"

In due time a reply came, stating, "We suggest you learn to love them."

Carloadings, numbering 19,051 in February, rose to the highest February level on record and gained 34 per cent over February last year, bringing the total for the two month period to 35,045, or an increase of 20 per cent above the same period last year. Cargo tonnage over the San Francisco waterfront rose 64 per cent over the January low, but was still 22 per cent under February last year. The total for the first two months was 41 per cent below the same period last year.

Honest Willie

"William," said mother severely, "there were two pieces of cake in the pantry when I went out, and there is only one now. How is that?"

"I don't know," said William. "But it was dark, and I suppose I didn't see the other piece."—Gloucester (Eng.) Journal.

Latest Type

"This typewriter will revolutionize the industry!"

"How?"

"Look at the adjustable mirror, powder compartment, manicure set built in, and a hideaway for chewing gum."—Grit.

✓ ✓ ✓

Lemke Tell You in November

Neil C——, of Lansing, Mich., postal cards:

"Will Roosevelt-Garner enough votes while Landon-Knox?"

✓ ✓ ✓

Anniversary

"Just think, we have been married 24 hours."

"Yes, it seems as though it were just yesterday."—Whitewright Sun.

✓ ✓ ✓

More So

A woman who was having a house built detected one of the bricklayers halving the bricks with his trowel. With a triumphant gleam in her eyes she approached him swiftly and said, "Isn't that a rather primitive way of cutting a brick in half?"

The man looked up, smiled and said: "Lor' bless yer dear heart, lidy, there's a far more primitive way than this, believe me."

"Really, and what's that?" she inquired.

"Biting it, lidy, biting it."—Mont-real Star.

✓ ✓ ✓

Plural

Frenchman: "Ah, you climb the Matterhorn! That is a foot to be proud of."

Englishman: "Pardon me, sir; you mean 'feat.'"

Frenchman: "So you climb it more than once, eh?"—Toronto Globe.

✓ ✓ ✓

Helpful Henry

"He is very thoughtful of his wife."

"Yes. Last winter he bought coke instead of coal so it wouldn't be so heavy for her to shovel into the furnace."

Truth in Advertising

Show Manager: "Why do you say the show was misrepresented?"

Patron: "Well, you advertised a chorus of 70, and none of them looked to be more than 60."

✓ ✓ ✓

What Price Revue?

A gentleman who, according to the Svenska Dagbladet, is well known in Stockholm, visited a theatre where a revue was being given. For some reason he left the theater immediately after the first act. The director of the theater next day sent the gentleman a letter in the following gracious terms:

I have pleasure in returning to you Kr. 4.50, being the balance on the price of the ticket for the act of my revue which last night you unfortunately were deprived of.

Yours truly,

N. N.

By return of post the director received the following reply:

I beg to acknowledge with thanks receipt of Kr. 4.50 as compensation for the act of your revue which I did not see last night.

Yours truly,

E. B.

P. S. When do I receive the money for the act I saw?

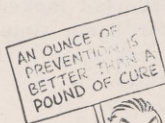
✓ ✓ ✓

A Man of Honor!

Mr. Smith was deeply shocked when neighbors sent over on a Sunday to borrow his lawn mower.

"What?" he exclaimed to his wife, "mowing a lawn on Sunday! Not with my mower! Tell them we haven't any!"

✓ ✓ ✓



IF YOU KNOW OF
AN ACCIDENT
HAZARD
REPORT IT
AT ONCE!

YOUR FORESIGHT
MAY PREVENT A
SERIOUS INJURY



Unperturbed

Woman (to tramp): "Go away, or I'll call my husband."

Tramp: "Oh, I know 'im. 'E's the little fellow who told me to clear out yesterday or 'e'd call 'is wife!"—Humorist.

~ ~ ~

Hm-m!

"And you are secretly married to her?"

"No, she knows it."—Carrollton Chronicle.

~ ~ ~

New Way

He was taking his girl friend to the opera for the first time, but he thought it would be the correct thing to act like an every-week attendant.

"Have you ever tried listening to the opera with your eyes shut?" he asked his fair companion as a particularly fine aria was sung.

A voice from over his shoulder boomed out: "Young man, have you ever tried listening to the opera with your mouth shut?"

~ ~ ~

Slippery

Mistress: "Mary, these banisters always seem dusty. I was at Mrs. Johnson's today, and hers are as bright and smooth as glass."

Mary: "She has three small boys, mum."

~ ~ ~

Reason

"Tom's letter is very short, dear."

"So is Tom," said his father, "or he wouldn't have written at all."

~ ~ ~

What's In a Name

After being introduced to a writer named Mr. Hogg, a little lad looked with inquiring eye for some time. Then he asked, "Is that your real name, or your pen name?"

~ ~ ~

Hm-m!

She (watching opera): "What portly girths these WPA opera singers have. I suppose that comes from reaching for high C's."

He: "Hardly, if you ask me. That's from reaching for 'grocer E's.'"

FOREST FIRES IN NATIONAL FORESTS 1936

The forest fire season in the national forests of California finally closed with the snows and cold weather of late, according to S. B. Show, U. S. Regional Forester for California. The cost of fire fighting and the total acreage burned in the Federal forests are less than the five year average in spite of 1936 being the longest fire season since 1929, and the number of fires exceeding any year since 1925. A total of 1750 fires burned 78,620 acres, the cost of fire suppression being \$259,385. Although beating the 5 year average record, the total acreage and cost are in excess of 1935 which was the most successful fire protection year in the history of the Forest Service in California.

Low humidity and high winds, particularly in the late fall months, are held responsible by Forest Service officers for the number of large fires. The CCC, more intensive training of the protection forces, improved transportation facilities and the greater use of field radio are credited with keeping losses of timber and other resources below the average.

For all the national forests in the United States, Forest Service officials in Washington consider 1936 a freak forest fire season. Unusual circumstances experienced during the past season included prolongation of the danger in the Northwest to a later date than ever before known, unusually high winds, resulting in the destructive fires in Coos and Curry counties, Oregon and also in Washington and California, an unprecedented number of lightning fires in northern Lakes States, and the dry, early spring in the eastern states.

The 1936 season brought to light progress being made in the use of aircraft and radio. The California Region of the Forest Service will initiate the first series of experiments early this year in the use of airplanes for direct attack on forest fires with various forms of bombs.

Makes No Difference

He was looking for a quiet place to park his car, and, seeing a side street, turned into it, drew up, put the brake on, and was walking off when a policeman appeared.

"You can't leave your car there!"

"Why not? It's a quiet spot."

"I tell you, you can't leave it there."

"But, my good man, it is a cul-de-sac."

"I don't care if it's a Rolls-Royce—bring it out!"—Smith's Weekly.

Making It Worse

Judge: "It is the sentence of this court that the prisoner be confined to prison for the remainder of his natural life."

Prisoner: "Your Honor, this is a rank injustice—"

Judge: "Silence! Two more years for contempt of court!"

Last Resort

A boy with a very large mouth was shopping for a mouth organ. Critically he tried every harmonica in the shop, but couldn't find one to suit him.

Finally, the clerk led him to a grand piano. "Here," he suggested, "try running your mouth over these keys!"—Montreal Star.

Getting Somewhere

The two tramps were stretched out on the green grass. Above them was the warm sun, beside them was a babbling brook. It was a quiet, restful, peaceful scene.

"Boy," mused the first tramp contentedly, "right now I wouldn't change places with a guy who owns a million bucks!"

"How about five million?" asked his companion.

"Not even for five million," drowsed the first tramp.

"Well," persisted his pal, "how about ten million bucks?"

The first tramp sat up. "That's different," he admitted. "Now you're talking real dough!" — El Paso World News.

Seen and Not Heard

A visiting minister to a Sunday school was called upon to address the children. Thinking to be facetious, he asked this question:

"What would you do before so many bright boys and girls, who expected a speech from you, if you had nothing to say?"

"I'd keep quiet," replied a small boy.

For Baby's Sake

A young mother just returned from India had engaged a new nurse for her baby. One morning the nurse came to her and said:

"I don't know what's the matter, madam, but the little one cries and cries. I can do nothing to quiet her."

The mother thought a moment. Then, brightening up, she said:

"I remember now. Baby's last nurse was a brown one. You'll find the shoe-polish on the third shelf of the kitchen cupboard." — Montreal Star.

Now It Can Be Told

Visitor: "How old are you, sonny?"

Boston Boy: "That's hard to say, sir. According to my latest school tests: I have a psychological age of 11 and a moral age of 10. Anatomically, I'm 7; mentally, I'm 9. But I suppose you refer to my chronological age. That's 8—but nobody pays any attention to that these days!"

The Neighbor Protests

The young couple of a Shorewood family were staging a dance in the recently-vacated flat upstairs. It was a warm night; the party, happily noisy, overflowed onto the porch. An irate neighbor bounded from bed, yelled out the window:

"You might let a feller sleep around here!"

Irate neighbor's age, 8; time, 8:30 p. m.—Milwaukee Journal.

<p>THINK SAFETY</p>

General Office Doings

By MRS. RUBY McTIGUE



You can not believe in honor until you have achieved it. Better keep yourself clean and bright; you are the window through which you must see the world.

—George Bernard Shaw.

Our friend, Erin Casey, the very soul of goodness, cheerfulness and friendliness, is sadly missed by the girls and boys of the Auditing Department, as well as the others of the General Office, all of whom loved her.

It is our fervent hope that she will regain her strength and conquer the illness besetting her. Our prayers are for her, our beloved Erin.

* * *

Dorothy (Happy Face) Cohelan, our Silver Lining Department, is back with us after two week's absence, having taken a left over vacation from last year.

Dot, the most consistently good natured person around, has gained such popularity, that she caused a few persons, myself included, a well pronounced case of the blues, by her absence. She is one who smiles away the days, and what can one do with a person like that but be a wee bit happy too.

* * *

One for the Legal Department:

Have you ever appeared as a witness before?

Yes, your honor.

In what suit?

My blue serge.

* * *

We sympathize deeply with Rose Mays, of the Commercial Department, who lost her sister, Mrs. Ann Skidmore, on March 27th, at San Jose.

For sixteen years, Mrs. Skidmore was Superintendent of the Home of Benevolence at San Jose. She was well praised in her work among

homeless children and hundreds of them were imbued with her high principles of integrity, morality and kindness.

She leaves her two sisters, Mrs. J. B. Sayers, of Phoenix, Arizona, Miss Rose Mays and a brother, Mr. T. E. Mays, of Hollister, a nephew, Louis Mays, of Roseville, California, as well as the many friends, who surrounded her in her life's work.

* * *

Miss Rose Mays sends a grateful acknowledgment for the remembrance and kind expression of sympathy extended from the members of the General Office, in her bereavement.

* * *

We have seen Marcella Reed's beautiful engagement ring. Now we want to know when it's coming off.

* * *

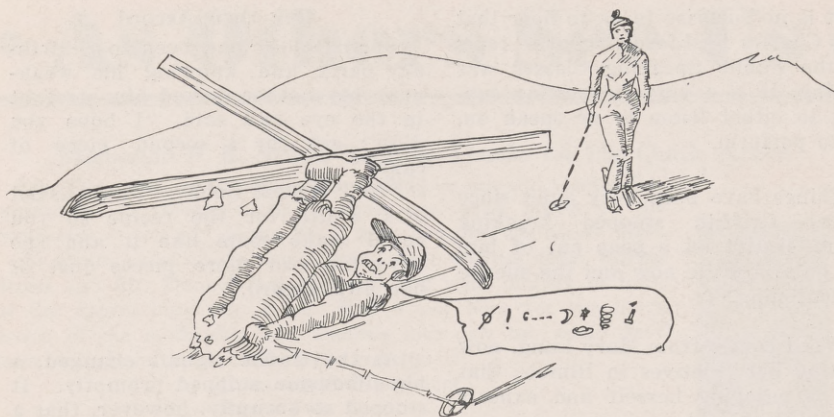
Clarence Ferrari, of the Time Keeper's Office, has been away since last December, when he met with an accident and broke his foot.

This is to let him know that his office mates are thinking of him and wish him a return to health in the near future.

The Telephone Department, as well, send their regards.

* * *

Roy Burns, terms himself as a "Big Operator" since he has been showing the film "Courtesy Wins" at the various carhouses for the past month.



'TELEMARK' SWENSON THE SNOW MAN OF TRUCKEE

The above was inspired by Earl Swenson's famous speech, "There's still time to ski", which was never spoken because the Chamber of Commerce informed him it was too late for skiing on the day the speech was to be given. This caused Swenson some fast thinking to get another topic.

If this is skiing, we'll still take vanilla.

~ ~ ~

Oh! Where were you, Mr. Gene Byington, this St. Patrick's day, with your suit of emerald hue, grass colored hat, and shirt and tie of a color, which is composed of the primary colors, blue and yellow. To say nothing of the pale green carnation.

This is something we missed this year.

~ ~ ~

The latest news from Mr. Massey's son, Ernest, finds him on the liner, the President Pierce, which is expected back in San Francisco, from New York, most any day.

Young Massey is a cadet in the service of Uncle Sam and is studying to be an officer. Good luck to him and we know that Papa Massey is very proud of this tall, straight son of his.

Is it the birdies singing, the March winds sighing, the roses and the cherry blossoms, or the April showers that tells us Spring is here?

No, indeed, it was the little notice that told of the start of the Spring baseball practice.

Our baseball players of the General Office are making a determined bid to regain some of their lost prestige and we will report faithfully their successes or failures.

We sincerely hope for less of the latter and more of the former this season.

~ ~ ~

The clever little article on page 7 of last month's Inside Track entitled —"Partners—in Good Salesmanship" was from Mr. Jensen, our mailman. All due credit to Pat.

~ ~ ~

Mr. Leroy Russell is the name of the nice new gentleman in the Drafting Room. We are glad to have made his acquaintance and welcome him into the Market Street Railway family.

~ ~ ~

We are trying to figure out if Manny Blanchard is Irish. His first name being Emanuel makes it rather difficult.

It is no surprise to us to hear that Mr. Charles Bashford's favorite topic at the Public Speaking Classes was Hiking. It is a very interesting subject to either listen to or speak on, or to perform.

Things have been very quiet since Harry Griffith stopped breaking doors. Hasn't let a peep out of him for quite a while now and the silence is deafening.

Word comes from Mary Lang, now visiting her relatives in Illinois, that she is enjoying herself and expects to return shortly.

Remo De Lucca, always bemoaning the fact that his haircuts kept him broke, is decrying that fact louder than ever since their price went up.

We wonder if Mattie Ricord ever got courage enough to cross over the San Francisco-Oakland Bay bridge. The last we heard she didn't think it was strong enough to support her weight of which is a grand total of 100 pounds or so.

Mr. Egan, of the Claims Department, gave us the lowdown on himself the other day. He believes in Saint Patrick and always celebrates on that day. What nationality is he?

It was a pleasure to meet Orlo Cur-tice, his wife and little son, one day last month and how that little fellow has grown.

Time doesn't stand still when you record it by the growth of the little ones.

Choice

The stately old gentleman was approached somewhat cockily by a rich and vulgar young man, who announced: "I say, I'm thinking of marrying one of your girls. Have I your permission?"

"Yes, indeed," was the reply. "Which one interests you? The parlor maid or the cook?"

Her Own Accord

Small Bobby had been to a birthday party, and, knowing his weakness, his mother looked him straight in the eye and said, "I hope you didn't ask for a second piece of cake?"

"No," replied Bobby, "I only asked Mrs. Smith for the recipe so you could make some like it and she gave me two more pieces just of her own accord."

As the traffic signals changed, a big limousine stopped promptly. It stopped so abruptly, however, that a very ramshackle little car behind bumped into it. The traffic officer went over to the driver of the small car, pulled out his little book, and said:

"What do you mean by running into this fellow ahead? Can't you stop with the signals? What's your name?"

"Flannigan."

"First name?"

"Patrick."

"Where were you born?"

"County Donegal."

"Are you one of those Patrick Flannigans from County Donegal?"

"Yes."

"You just wait right here, Pat, until I see what that big boob meant by backing down into you!"

Near Enough

"You have no idea," said the proud mother, "how clever Freddie is at school. Fred, come here and tell uncle what three and three make."

"Five," said Fred.

"There! You see?" exclaimed mother. "Only one out."

Among the Bluebloods

"The road to success is a hard one, my son, and often blocked by trees."

"Yes, sir; family trees."

THINK SAFETY

• As Others See Us •

Motorman P. B. Mason Receives Thanks for His Quick Action

Mr. Thos. Dunne, 403 Hewes Davis Bldg. at 6th and Market Sts., telephoned to commend the alertness and quick action of the Motorman of Car 155 of the No. 7 line. The date was March 24th.

At about 3 o'clock, he and a friend were walking down Market Street and Mr. Dunne's hat blew off and went directly in front of the approaching No. 7 car. Had it not been for the quick action of the motorman, Mr. Dunne's nice new hat would have been ruined and he is exceedingly grateful.

Commercial Department,
Room 640.



Conductor F. Latronel Praised for Courtesy Extended Patron

Dear Sirs:

Please mail to address below, your pamphlet "Seeing San Francisco through a Market Street Railway Window" (or words to that effect).

I wish to commend Conductor No. 1499 on a No. 40 car (from Burlingame to S.F.) who took a great deal of pains to route me to DeYoung Memorial Museum, Sunday, March 21st.

Sincerely,
Mrs. M. H. Lee,
Box 224, Burlingame, Calif.



Virginian Commends Conductor H. E. Hooper's Courtesy

Dear Sirs:

I wish to recommend your man No. 321. He is very courteous to all patrons and we appreciate that where I come from—Richmond, Virginia—very much. Your men are much more courteous than some other lines.

I ride your line every day and I appreciate good service but you should put on more cars during rush hours.

Please don't forget 321, he is young but a good man. I don't know his name.

Respectfully,
H. L. Klapp,
453 Pine St.



Fare Returned with Thanks to Operator P. J. Healey

Gentlemen:

I wish to express my appreciation of the courtesy shown me by a motorman on one of your cars when I found myself, heavily loaded with parcels and some distance from my destination without my coin purse.

You will find the unpaid fare enclosed. Will you please credit it to Operator No. 2402 with my sincere thanks.

Yours very truly,
Bernice Foley,
Y.W.C.A., 965 Clay St.



Operator A. Johns Commended for Courtesy Shown

Gentlemen:

I wish to extend my appreciation for the courtesy shown by Operator on Car 25, run 3.

This afternoon while stepping off the sidewalk to catch car No. 25, I slipped and fell dropping all my packages. Motorman of Car 25 jumped off, helped me pick up my packages and then assisted me to the car.

Such a fine man, I can assure you, is an asset to your company and I wish all the employees were as courteous as he.

His badge number is 1991.

Yours truly,

Miss A. Soltje,
915 Sanchez Street.



Conductor A. Wise's Courtesy to Blind Patron and Her Seeing-Eye Dog Appreciated

Gentlemen:

I am taking the liberty of writing to you in regard to what I thought was a courteous deed by one of your considerate conductors.

Around 10:30 tonight (Wednesday) while I was standing on the corner of Sacramento and Fillmore, I noticed a conductor assisting a blind lady with her dog off the Sacramento Street Cable car and taking her by the arm across Fillmore Street and placing her on a Fillmore car.

This gentlemen happened to be on a No. 15 run and I want to compliment you on having men of this type associated with your concern.

Respectfully,

M. Rehfeld,
c/o R. & R. Liquor Store,
2208 Fillmore Street.



Conductor H. Klezmer and Motorman E. Angelius Commended

Dear Sir:

Time hasn't permitted my writing you before this in regards to a certain conductor employed by you on a No. 11 street car. Each morning on my way to the office, I board a No. 11 and I have noticed many times the courtesies shown toward everybody by this certain conductor. One likes to receive a cheery "good morning" also a "lift" so to speak, when getting on the car with a lot of bundles. This conductor is a credit to your com-

pany and in my estimation fulfills all the duties that a man in your service should toward the public in his everyday routine. The man about whom I write bears the Number 2223 on his badge.

I have noticed also how carefully his motorman drives the street car on foggy mornings when going down the Dolores Street hill.

One feels secure in a car when men such as these are in charge.

Very truly yours,
Miss Cal Borden,
987 Elizabeth Street.



Conductor K. C. Christensen and Fellow Employees of the Cable Lines Receive a Gracious Compliment

Gentlemen:

You certainly have fine men on your cable cars!

Last night riding home at 5 P.M. on the Powell Jackson Line, I was greatly impressed by the kind and gentlemanly manner of Conductor No. 47.

As if it were the most natural thing in his life, he helped women on and off the car, picked up an umbrella another one dropped, when a girl signalled for a stop at the next corner, he came to her seat, picked up her heavy suit case and handed it to her as she got off.

I have never written to a Street Car Company before on any matter, though I admit there have been times when I felt like lodging a complaint, but never in regard to men on the Cable Cars. They are the "pick of the crop".

May they and their cable cars be with us as long as there are hills in San Francisco.

Sincerely,

Mrs. A. G. Rabe,

1711 Washington Street.



CORRECTION

In the February issue, we published a letter commending Conductor Charles W. Kennedy for forty-nine years of service. The letter was written by Mr. Ernest R. Smith. Through some error in handling engravings, the wrong picture appeared. We print herewith the true picture of Charles Kennedy.

Commendations

MARCH, 1937

	Jan. to Feb.	March	Total to date
Sutro	1	5	6
Oak and Broderick	1	2	3
Twenty-Eighth	1	2	3
Washington and Mason	0	2	2
Turk and Fillmore	1	1	2
McAllister	2	0	2
Geneva	2	0	2
Third	1	0	1
Twenty-Fourth	0	0	0
	9	12	21

A good increase—January 1, February 8, and March 12 commendations. Looks like a good start for the year 1937, even with the extreme low of one for January. It takes a little while to get into a stride, but having gained that stride, there is no reason for not going places.

Colonel Henry Marison Byllesby

Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER
H. PFEIFFER

SR. VICE COMMANDER
E. H. JEWELL

JR VICE COMMANDER
T. E. WILLIAMS

QUARTERMASTER
H. E. COOLEY

ADJUTANT
G. MELIKEAN

CHAPLAIN
G. I. MATTSO



JUDGE ADVOCATE
E. L. MCCONNAHA

OFFICER OF THE DAY
R. L. EMERSON

SURGEON
S. SEIGEL

TRUSTEES

R. A. LION

M. R. ALLEN

T. G. TYERS

G. T. TYERS, *Correspondent*

Comrades:

On the evening of March 12th, 1937, at 8:30 P.M., the Sons of Veterans of Foreign Wars was installed by our worthy Commander of the San Francisco County Council. This installation was a consolidation of ALL UNITS of the Sons. Comrade M. C. Hermann presented this installation in grand style. Post No. 97 Degree Team posted the officers. Posts No. 90 and 1205 presented the Colors. The Colors of all V. F. W. Posts were there, and made a very impressive sight for our Boys, some of them having never seen this ceremony before. The enrollment at the time of this writing is 65 Sons. The following officers were introduced: National Deputy Inspector General, Comrade M. C. Hubbard; Dept. Chief of Staff, Comrade W. L. Wilson; Chairman of Junior Activities, Comrade Dr. Frasier; District Commander, Comrade C. Huston. The Degree Team of Post No. 83's Auxiliary presented and escorted the officers of the Ladies' Auxiliaries, County Council President and Department Officers. They were introduced by Sister Iva Neely. Entertainment was furnished by Jack Gibbons' Dancing Kiddies, from 1187 Market Street. About 350 attended these ceremonies, and I must say it was a great success.

The music for the evening was furnished by our V. F. W. Band from Post No. 1944. The committee in charge of the evening were Comrade E. H. Azevedo of Post No. 97; Commander F. Olechnar of Post No. 1205; Commander E. Roberts of Post No. 83, and Mr. Otto Hennerman of the War Memorial Building Commission. I almost forgot to mention the most important event of the evening, for the boys which are interested in drill teams—and that was the Boys' Drill Team of Daly City, who made a wonderful showing. Here Comrades is a chance for you, too, to send your boy down, so he can sign up in this wonderful organization, even though you are not a member of the V. F. W., but eligible to same, your boy can join. Encourage your boy in this work so that if any of us are called to the other world they can take up where we left off.

On the evening of March 18th, 1937, Comrade Jewell and myself visited Jacob Smith Post No. 83 and received a hearty welcome. Refreshments were served after the meeting. Comrade Jewell drew the lucky number for a member of Post No. 83, who won \$10.00.

I wish at this time to call your attention to the payment of dues, so that you may be able to vote for your delegates to the Department Encampment at Orville, California, in June. It is your duty as a member to send one who is capable to advance the V. F. W. in all of its undertakings, particularly its widow and needy veteran programs. Those delegates and alternates

will be elected at our regular meeting on Friday night, April 23rd, 1937. Please attend this important meeting.

The Third Anniversary of Colonel Henry Marison Byllesby Post No. 3000 and its Auxiliary was held on Saturday evening, April 10th, 1937, and believe me it was a great success, many distinguished guests being present—National, Department and Post Officers and their lady friends were doing their stuff on the dance floor. The Ladies' Auxiliary, its National, Department members and their boy friends were present, and endeavored to outdo the men on the dance floor. The dance continued into the small hours of the morning. Many compliments were received by me on the wonderful time had by all.

I wish at this time to thank Comrade H. Cooley, Chairman, and his committee for their hard work and efforts in making this event the success it was.

It is my ambition to start a membership drive at once, and I ask the cooperation of each and every one. Our membership CAN BE INCREASED 100% with each and every one doing their bit—i.e., one new member per man. Let's go. Our program is familiar to each and every one.

Yours in Comradeship, H. Pfeiffer, Commander, No. 3000.

THE LADIES' AUXILIARY

By Elsie Melikean, Secretary

The Auxiliary joins me in extending sincere condolences to Comrade and Sister Williams and family in their recent bereavement.

Congratulations, June Himes, on your election as Trustee at our regular meeting on March 12th.

At our Special Meeting on March 3rd for the purpose of inspection by our Department President, Grace Preston, I wish to thank all officers of Byllesby Auxiliary for the honors bestowed upon us for the efficient manner in which each one conducted her station. This meeting was held jointly with three other Auxiliaries and was attended by many notable members of the V. F. W. Refreshments were served after the meeting.

By Your Correspondent

Comrades note: When sickness and other troubles visit you—remember that our Chaplain, comrade, stands ready to assist you. That is one of the main holding principles and reasons for our being organized—Namely, to help our sick and needy comrades. You in turn should visit and assist the sick and needy, as that helps to hold our members, and that would in turn benefit you. Many of us have lain in hospitals for some reason or other, only to be released with only our Chaplain's visit to look back too. Personally I have been very fortunate in having a great many of my friends and Comrades as well as our Sisters visit me while I was sick, but there are many who have requested me to send some one around to break the monotony—and such requests should never have to be made.

I have noted our worthy Commander's appeal to you asking that you pay your dues for the year. This change in our usual manner in paying dues was brought about by our Delegates in Encampments, Department and National, to improve the standing of our Worthy Order, and we who elected them should back their actions 100% immediately. You build or tear down the order by your own response to such changes. Let's respond immediately to our Commander's requests.

Cooperation is essential to a large and successful Post; a few minutes of your time attending your meetings will more than pay you in returns. There are many of them—to you and your family. Can you overlook such opportunities?

With the cooperation of many Comrades I am planning some interesting features for this space. Hope you will enjoy them.

Third Street Division News

By J. J. CABBONE

Does anyone have an old typewriter? Operator Samuel Dudune is in need of one.

Oh! Yes, lest we forget. Operator L. Scarry has changed from brief case to a suit case.

Yes, sir, Operator H. (Toad) Rodenberger is thinking of taking a trip to France this summer.

Operator Jack Griener has moved from the old land mark on Kearny Street.

Operator Elmer (The Great) Schivo left Sunday night, March 28th, for Reno with two tickets. More about this sudden trip will be heard in the next issue.

Heinie Rechnitzer now asks: Do you like to have a cup of coffee?

SHOP NOTES

Shopman P. Vogt has a new record for his combination radio called "A Star Fell Out of Heaven, Right Into the Pit."

Street Car Operator's Song

I greet the public with a smile,
Step forward please, don't block the aisle.

Madam, kindly drop your nickel.

Aha! now you're in a pickle—

Never, never, drop a dime

Deposit one fare at a time.

No, Ma'am, we don't go that far—

You'll have to take another car.

All day long, I coax and chide

While I'm on my endless ride.

With passengers, I cannot cope,

Step up in front. There's room (I hope).

Marion Johnson,
1195 Green Street.

Operator Buriani, of 24th Street, has an overstock of potatoes, grown from his own garden. Anyone wishing any spuds, see or phone Mr. Buriani.

The following letter was shown to your correspondent and was asked to print it. It was written by a French-Canadian.

Market St. Rail Co.

Mr. Pres.

One days las week, I tak my cars what it fix over from secon han car into milks wagon, so I can tak som potato in it, if I feel lake it. Well anyways, I tak de car fill up with potato and start for de market for sole it. I pay tention to my own bisness and don't say nottin to no-boddies. I cross on public street car tracks. Your st. car don't was tak time for let me get cross de traks but bump onto de ottermobile an lan on back trucks. I get to de station before de car and wen de car was go by, I see one de wheel of my car around de tops de odder three wheel is all string up on de bell ropes, de front seats is on de bump's and de rest of de car is lan inside of empty st. car wat don't get something in it. Wen de st. car get on you junction, I lak for have you fix heem up on your machine shops.

Hurry up caus I wan't for use it. You fix it up. I don't mak som law suit, you don't fix it up, I going get som lawyer and get my satisfy out of you.

I am bisness man,

Henry Crotteaux.

P.Z. Never mind about de potato caus I pick de mos of it up.

Ever Happen To You?

It was a dark and stormy night and the motorist was lost. Presently he saw a sign on a post. With great difficulty he climbed the post, struck a match and read: "Wet Paint."

Geneva Eight Wheel Gossip

By W. WEILAND

As Ye Editor was going through quite a mental strain, last month, it was impossible to write for our magazine; but we will make up for it now.

Conductor Perry turned in his Geneva Restaurant meal ticket with his school tickets the other day. He says: "I s-s-seen the ho-ho-holes around the edges and thought it wa-wa-was a sc-sc-school ticket."

Conductor Morrell is going to sign up on the local lines soon. No more San Mateo until the cars have Venetian blinds.

Joe Toledo expects to retire soon. He says those dime letters he sent out ought to be paying off soon now.

Better not ask "Snow-ball" Sass how he got a black eye.

Now that we all got a raise "Lloyds of London" Bernstein is thinking of selling us some more job insurance.

We notice Clyde Spillane is still much concerned over the detail.

Tarzan Tanner (the younger of the twice-a-day transbay twins) has given up his monkey business on the rings in the upstairs gym during the rainy season. He is afraid he'll miss the next rung and fall in the water.

We understand G. Harrison's uncle is the sole possessor of a blue-headed monkey.

Conductor Pennise claims he has lost all his faith in electricity. Why?

Motorman Oakes was seen in the restaurant down at the end of 12 line, the other night and he was ask-

ing the waiter to bring him an ice cold glass of milk, and a dish of ice cream. He asked the waiter to please warm up the ice cream a little.

The "Sunnyside Sheik", otherwise known as Conductor Alexander, is telling all the pretty girls that he is divorced. We wonder why?

Anyone wishing to subscribe to any newspaper, please see Charlie Bianchi, he is local agent for publishers.

Motorman Wetzel has always got a cheery word, "Hello boys".

Count Grassi, the curly haired gent from the Ingleside line, has turned out to be a card-shark. If he is in your game, watch out for five spades.

Motorman Kenner has been busy on his new invention lately, namely, trying to design a new street car that will make Motorman Kehoe look natural with Conductor DeMarini on one end and Kehoe on the other, the back end always flying.

We advise Conductor "Swede" Carlson to take that chip off his shoulder before he and the street curbing meet in a head-on collision.

Motorman Streich and Hays took a trip to Portland for a few days to see if Bill Hays gold mine was still paying. We will soon find out by the number of days Bill lays off.

A friendly tip: It is better to lose a minute, than to spend 30 minutes making out an accident report.

What a combine! Grandma Lenz and super-speed Behn.

Conductor "Big Shot" Thomas says, "Wash your hands with Ivory soap and they will be nice and white like mine."

Conductor Pavolini has so many girl friends now, he doesn't know which one he likes most.

Famous Animal

The duck-billed platypus is found only in eastern Australia and Tasmania. A mature animal is about 20 inches long, and is covered with a short fur. It lays eggs.

Fruit Crops

The primary importance of bees is not their production of honey, but the fertilization of fruit crops.

Habits and Business

The practice of riding more and

walking less has cost the umbrella business about \$20,000,000 annually.

Reason for Their Cost

The average grand piano action has about 5640 parts.

Free Land

In an effort to stimulate agriculture Turkey is to distribute more than 40,000,000 acres of land free to Turkish laborers.

For Accuracy

Automobile speedometers are assembled by women because their hands seem to be swifter and more accurate than men's.

Light Years

A parsec, to the astronomer, is 3.26 light years, or 200,000 times the distance from the earth to the sun —about 20,000,000,000,000 miles.

Remittance Record

MARCH, 1937

Division	March	February	Rank in February
McAllister	51	60	2
Valencia	53	57	1
Sutro	79	70	3
Oak and Broderick	92	104	6
Mason and Washington	100	99	5
Fillmore	107	97	4
Geneva	129	138	7
Third	145	147	8
Twenty-fourth	151	159	9
All Lines	102	105	

March record has improved over February by three points. And March has thirty-one days while February has only twenty-eight. McAllister is back in first place while Sutro stays in Third. Fillmore went from fourth to sixth. The shake-up may mean some new leaders. Let's watch. There is room for each division to improve their record.

Always remember Safety is the first importance in the discharge of your duties.

Turk and Fillmore "Truth and Fable"

By E. DUTCHER



Who was that operator the other day sitting out in the Gilley Room with a big RED FEATHER in his hat?

No wonder Conductor J. E. Tuns-tall was seen around the car house the other day with his chest thrown out. His wife gave birth to a fine set of twin boys. The boys are all looking for two (2) cigars apiece, Jim. And we are all glad to hear that the mother and boys are doing nicely.

Jim, we believe you hold a record. This is the first time twins were born to any wife of an employee of this Division. Yes, you should be very proud and it's nice to know that the mother and twin baby boys are doing so nicely.

April Fool's Day did not cause much excitement with the boys here, seems that none of them had any good jokes to play.

Base ball went over with a bang on its opening day, Saturday, April 3rd. An ideal day for base ball brought our scout Harry out.

We are all sorry to hear that Operator J. A. Tamblin was hit by an auto the other day while crossing the street.

Old Man Flu laid his hands on Operator J. J. Regan and put him on the sick list for a couple of weeks.

Even Motorman F. Blue of the Fillmore Hill line has been laid up with the flu. Frank has to be sick, too, to be off for the time he has been laid up.

Motorman J. J. Juedes took a

week off to rest up. Someone was saying that they saw him in the Easter Parade. Is there any truth in that, John?

M. Rohrer, our relief man for the boys who do the starting and coupling on the Fillmore Hill, has been on the sick list and has been off for a stretch this time.

Motorman A. E. (Pop) England is back with us again. Seems that the soft job he had gave out.

They say that Motorman J. J. (Lazy) Loomis is having his troubles. How about that, John?

Motorman M. Boschetti, who has been off for a long while on the sick list, is back with us once again. Mike has had his share of sickness and we hope he can stay for awhile this time.

Who said that Harry couldn't work ringers? He seems to be proving it by not laying off.

This year our Motorman Homer A. Law was deprived of his Easter Egg hunt at Golden Gate Park, but we found out that he sent Motorman W. Stagg out to hunt those Easter eggs in his place. We all hope, Stagg, that you did as well as Law did last year.

Calling attention to all operators and conductors — If you have lost any money on the streets while on duty, notify Engle, Stagg and Eyer and they will find it for you.

Have you met the busiest man at the Turk and Fillmore car house? It is none other than our old friend "Boo Boo" McLaughlin, line executive of this Division.

Operator B. H. Ray was very good hearted last Easter Sunday. He was not sure just when he was supposed to be relieved, so he made an extra trip for his relief man, Harry.

Operator H. R. Engle was called back to Kansas on account of his brother being very ill.

They say that Conductor E. Holsclaw is getting much better. We all hope for an early recovery and your return back on the platform.

Sol, the boys all want to know what you are taking to reduce. They say they saw you in the Easter parade and that you looked very nice. Only for the suit being too big.

A list of the operators and conductors from the Turk and Fillmore Division who have had no errors in their cash turn-ins for the month of February, 1937:

Balthaser, E.	Leahy, M.
Barrett, J. F.	Longfellow, J.
Bassillio, E.	Lyons, H.
Beall, C. E.	McCullough, J. K.
Beck, C. O.	McGovern, J.
Bishop, R. C.	McLaughlin, C.
Brohman, J. J.	Marcum, H. M.
Burnett, J. W.	Marlow, V. A.
Cain, A. J.	Matheson, W. F.
Carpine, M.	Mattson, G. I.
Clemon, C. E.	Milanesi, L.
Cornac, J.	Northway, W.
Coverdale, R. T.	Nyhan, J. J.
DeBord, R. W.	Olsen, J. H.
Ellis, G.	Poe, B. B.
Engle, H.	Regan, J. J.
Fernandes, E.	Reynolds, B.
Graham, J. W.	Robinson, W.
Giblin, P. V. J.	Rosser, J. M.
Hardin, C. E.	Schmidt, H.
Haynes, W. S.	Streit, J.
Hester, I. D.	Strong, E. L.
Hollis, A.	Taylor, F.
Johnson, W. F.	Wallace, M. W.
Jones, W.	Williamson, A. D.
Kennedy, C. W.	Wimmer, R. C.
Lasserre, J.	

Motorman J. J. (Lazy) Loomis was around the car house the other day on his day off. The boys were all kidding him about his dress. They all wondered why the patent leather shoes and spats. How about that, John?

Last month the motormen and operators of the Turk and Fillmore Division were preparing for a big celebration. When C. W. Newman came back to work the celebration was abandoned. It seemed that it was the wrong Newman.

They are calling Chilson by the name of "Speed" these days. Come to find out where they got the name, he was on the injured list and had to go to the doctor for his clearance before going back to work. The detail was being made up and he made it in nothing flat so he would not be marked off another day. That shows you what they can do when it comes right down to it.

Who was that handsome big man roller skating out to the beach the other day with his nightgown on? I think by asking at the Boston Lunch one could find out who this is.

Our old pal, Conductor G. Wiley, "the big little boy, that swings those clubs, that hit that poor little white ball all over the green," went and got married the other Saturday night. We all want to extend to you, Gerald, and your wife our congratulations with lots of happiness.

And If There's No House?

Paris has a system of automobile parking which might well be adopted in other cities that have an overabundance of one-way streets. Instead of cars parking on one side of the street, the unusual plan calls for motorists to park in front of houses having even street numbers on even days of the month, and in front of odd numbers on odd days.

McAllister Division

By BILL SCHULZ

Boys! The miracle has happened. Motorman Campion's conductor, whom he calls "the last of the last minute men" was finally caught with an oversleep. They say that this conductor, whose name is Ramos, is now worried about how he can make up that day's wages.

Well, "crying towel" Baker is really married—the announcement was in the paper. I noticed that he is taking married life very seriously, in fact, he is working every day.

I wonder who the conductor is on No. 45 McAllister, who was singing a nice Irish ballad on St. Patrick's Day out at 36th Ave., and was so interested in his own singing that he forgot to give his motorman bells to go ahead.

Motorman Harry Busse is back to work after an operation and about two months of illness. Harry looks very well and we are surely glad to see him around again.

Conductor Bill Lawrence says that he would like to find out what was in the package his wife found on their front porch on St. Patrick's day.

Motorman Bill Riddell and Conductor Cloud were playing pool one day, when suddenly Cloud spoke up and said he had an idea. Bill looked at him for a moment and finally said, "You had better tell me what it is, for if you don't get it off your mind, you'll not have room enough there for anything else."

The boys have a new game they call Mum Pool. The idea of the game is that after it starts the players are not allowed to talk to anyone or make any remarks to anyone outside the game without forfeiting the

game. Boy, some of the fellows surely have a tough time playing this way.

I wonder who the conductor was that Charlie Martin saw walking around the street in his bathrobe early one morning last month.

Motorman Fred Parrell, the handsome motorman on No. 36 McAllister, left March 17th on a trip to New York to see his folks. Hope you have a nice trip and find all your folks well, Fred.

We saw Al Miller directing traffic down at Geary and Market one night. In one hand he held a nice red balloon while he was waving the traffic through with the other. Collector Davies laughed so much that he missed a couple of signals.

Conductor Roberts surely knows how to train his motorman. At night Roberts gets the car into the yard and then he hurries to get ready for the first inbound, so that he can catch a boat, and his motorman, Windy Seeleye, carries the fare box into the gilly room. Pretty nice of Windy, don't you think?

Here is a believe it or not: Conductor Tom Forde being spotted 20 points in a pool game by Motorman Bill Riddell and being beaten badly in every game they played. Bill says that Forde is just another fish for him.

Congratulations to Mr. and Mrs. Verne Schaefer on the birth of an 8-pound boy.

Well, fellows, we have a new night shopman. I believe the gent's name is Mr. Doyle.

Conductor Flynn felt so lazy one

day last month that he kept asking his motorman De Martini to get his fare box readings for him. When De Martini refused, Flynn, who was sitting on a bench, thought that he would lean back and get the readings himself—but it seems that Jack leaned back a little too far and fell off the bench. Boy, did the fellows give him the old Ha! Ha!

They say that when Motorman Barry was about to sit down at Scott Street one day, the stool fell apart—and when Barry looked around and saw his conductor laughing did his face get red.

I wonder what Motorman Garver has done wrong at his house. He was seen going home with a bouquet of flowers.

My motorman Drouin is now a member of the "come to work on your day off club." Art came to work and when I told him it was his day off he went in to look at the block: and when he came back, Bill Johnson told him that as long as it was his day off he would let him go home at 8 o'clock.

Conductor Gray says that Conductor Herb Oppenheim is getting to be a great drummer. In fact, every time Herb picks up a drum he looks like the drummer boy in the "Spirit of '76."

Conductor Coleman made a mistake in cash one night last month and had to check it over. When Russ started to count the money all the boys started to kid him and I was told he counted it over about five times before he finally got it right.

Who Am I??? A conductor, at one time in the Navy, who lives down at Brisbane and now has the habit of carrying around an umbrella, but is losing it all the time. Is also known as "chopsticks".

Motorman Foulkes is complaining about the service he gets over at the restaurant. He claims that every time Johnny Ball comes into the restaurant the waitress drops everything and starts in to feed him.

I wish some of you fellows, preferably Conductor Coleman, would come out in the yard some morning and show Conductor Gray how to pull down a trolley. He stood at the corner of Central Avenue for fully five minutes trying to hook the trolley on the wrong side.

I hear Conductor Watson had a badge—No. 100—for the Junk Gatherers Union. Now, what we want to find out is: is this a side line you have Jack; and also, does your motorman, Glen Roberts, belong to the same outfit, too?

I wonder if Conductor Jack Watson could tell the boys how he earned the 25c from Motorman Tom Greene one night last month.

Motorman Ralph Weidinger was all smiles on Easter morning driving around in a 1937 Chevrolet.

Motorman Glen Roberts has a new job when he comes to work. He brushes the boys all off before they pull out in the morning.

Special Notice: Johnny Fields got a haircut! He's now looking around for the price of a shave.

Conductor Doakes has finally turned in his old Franklin for a nice new Studebaker, and he is just about as proud of it as Motorman Ralph Weidinger is of his new Chevrolet.

We wonder if Motorman Pat Altieri was trying to learn to swim watching the polar bears at Fleishacker Pool one day last month.

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON



April is here with the showers that bring May flowers. Do not forget to tell our visitors where they may see the beautiful spring blossoms that adorn Golden Gate Park at this time of the year. They will appreciate having seen them, even if they are a common sight to you and I.



To the motorman who stopped his car and picked up a purse on the street on April 1st, we hope he is not too disgusted with himself for having been fooled by the old gag. It might have been a lost purse at that.

Motorman V. Sodlink says he likes the extra list better than a regular run, as he made more money on the list than he could on his run.

To the sorrow of many of the boys we have found out that the "Flying Squadron" is with us, so mind your P's and Q's, then you can smile at them as they go sailing by. The bikes are nifty outfits.

Motorman R. S. Courtright gives us a vaudeville performance with his dogs so often that there is no need of us going to the theatre to see the acts of a similar nature. He now has taken Lobo, Junior, and his cat, Micky, along, and is showing them in Hollywood. We received a card from him stating that he was attending Kraft's Music Hall on Thursday night, April 1st, and that after the show he was to entertain Bing Crosby with his animal show. This, he contends, is quite a privilege. Things must be going well with him and his pets, as he wires for an extension of his leave; he at least must be enjoying himself.

Do not beat the traffic signal, but wait until it says "GO." One of our men did get a ticket recently, only

to find out that it was very inconvenient to spend his time going to the Traffic Bureau, also that it cost him one American Dollar. Beware of a TICKET. Obey the signals!

Motorman Charles Friedenbergh, the fashion plate of Sutro Division, says he will sign up on the "Owl" the next time. We will believe that when we see it.

J. Kenneth from 24th Street is our new Shopman in place of Tony. We all hope you will find everything to your liking here and your stay among us a long and pleasant one.

To Conductor G. F. Martinez and wife we extend our congratulations, for on March 4th they were the proud parents of a nine pound baby boy. The blessed event occurred at the Children's Hospital, and both mother and son are doing very well.

T. O. Stevens, who is now stationed at the Ferry Loop, dislikes riding with our "Bing." He claims "Bing" is a little too fast for him. Steve must be slowing up himself.

Motorman Gerald Bidgood was the butt of the best April Fool joke that we've heard about. He stopped his car to pick up what he thought was a whole side of bacon, but turned out to be only the wrapper. The whole neighborhood around the Fire House on Sacramento near Spruce was there to see the bewildered look on

Bidgood's face, especially when every one started to laugh at him. Oh, well, we hope he has better luck next time.

Conductor Fred Petersen is slipping, for he failed to bring us a snapshot of the Tanker Frank H. Buck, which is grounded near Land's End, after having collided with the President Coolidge during a heavy fog. Oh, it might be due to the fact that this tanker did not draw the crowds as well as the other ships that went aground in the past.

Motorman John M. Tucker is most anxious that we mention the many good points that he recalls during his stay in the St. Francis Hospital recently, where he underwent an operation. He is very desirous that we especially thank the doctors and nurses and all those who attended him for their very many kindnesses. To him he states it was most pleasant.

This really is where Conductor M. Marks comes in. He very nearly won a beer drinking contest, but he didn't drink his bottles clean enough, although he did finish in second place. It was at the Lincoln Theatre, where they called for men to come up on the stage and enter this contest, he and three other fellows went up. He had Wm. Herlihy paged trying to get him to go up, but Bill did not respond, although we understand he was there. Just picture Marks opening and drinking five bottles of beer as fast as he could, especially in front of the theatre audience, with him spilling most of it on his clothes and forgetting to drink the foam. What a laugh, and in his haste he nicked his hand, cutting it slightly. We did not see the prize, but he claims he has one, and further than that, he gets one every time he attends the show. A lucky guy, we would say.

We are very sorry to report that Conductor R. F. Sullivan is at present confined to the St. Francis Hos-

pital with an infected limb. It is our earnest wish that he will be fully recovered in the very near future.

Imagine a conductor being too lazy to go to the other end of his car to get the switch iron, and trying to throw the switch with a stool instead. He couldn't get the switch over and had to get the iron anyway, which teaches us that he would have saved time had he got the iron in the first place.

Conductor S. E. Hearst had a minor operation on his eye lid performed on his day off and came to work on Monday morning as usual, with no time lost.

Conductor Dan Campbell is at the Time Table Department at the Main Office helping out at the present time.

Motorman J. C. O'Rourke is working "A" Block and that includes the Owl and he hopes some day to have whiskers enough to be able to sign on the Owl. According to his way of thinking, that is the only run on the time tables.

Those men whose watches do not keep the correct time should have them attended to. Ask Motorman R. R. LaParin where.

Shopman Otto Broyles has left us and gone to work for the Municipal Railway. He says he likes it fine there. We all wish you the best of luck in your new job, Otto.

Motorman Ralph V. Donathan gets prouder all the time and works steadier than ever right along. The reason is a mighty good one and most precious, inasmuch as Mrs. Donathan presented him with a baby daughter. Ralph looks happier every day and boasts of his three daughters and one son, a family that would make anyone feel mighty proud. To both Mr. and Mrs. Donathan we extend hearty congratulations.

Conductor I. A. Baesel has just returned from a month's vacation where he visited his old stamping grounds at Lincoln, Nebraska. He also met and married his boyhood sweetheart who is from Lincoln, and they spent their honeymoon touring the southern states. To the newly-weds we wish a long and happy married life and offer our congratulations.

Shopman Tony Spagnolo has left us as he thinks the pastures are greener at 28th St. Division Car House. We are sorry to lose you Tony, but we understand the reason you left was that you would be nearer to your home. Good luck to you at your new station.

Motorman C. B. Jahnsen has a new car and believe us he doesn't have it out in the street all day when he is working like he did the other car. His better half brings him over to work and then takes it back, putting it in the garage. The make of it is a beautiful tan deluxe Plymouth sedan.

The blue serge uniforms sure went over in a big way as everyone that has bought a new uniform around these parts has obtained a serge one. Motorman M. J. Sudin has one and likes it real well.

Motorman E. R. Joynes is sporting a new Ford V-8. Some class to the boys around these diggens lately.

Conductor J. E. Chollet asked Starter Walter Luck to get him some parts for his Chevie. Of course Luck said he would, but when he tried to get them the man at the auto parts store told him to try some antique dealer, because that store had sold the last part of that kind several years ago.

Motorman A. W. Davis is now a free man and likes it fine. His time is his own and he got himself a Ford

car to spend his spare time in. He thinks it is a honey and it serves his purpose very handily.

Conductor Dick Cossen has taken a month's leave and is now visiting his relatives in and around Watsonville. It is our good wish that he enjoy his visit and that the rest will do him much good.

Shorty Earnest J. Bell, sometimes referred to as pee wee, is quite witty and always has one or more wise cracks in his system, however his changer is not for sale. At least not at present.

Motorman E. H. Azevedo, Wm. Ramer and H. R. Knutson had a grand time at the Presidio during the Army Day maneuvers, the biggest kick being the kids halting the hostilities while they stampeded the grounds hunting blank cartridges. They claim the new army equipment, especially the motorized artillery is something worth while seeing.

Al Bradley has been advanced from the position of car cleaner to that of oiler in our shop department and we hope he likes his new duties.

Conductor George F. Garrett has been away on the sick list for a long time. One of the boys saw him the other day and he stated that he expected to return to work in the very near future. We hope that he is not seriously ill.

All the men are anxiously awaiting the new time tables and new signup in accordance with the new agreement. We expect they will be in full swing, and in good working order before this is printed.

Conductor B. D. Freeman has reported sick and is at home at present. We sincerely hope that it is nothing serious, and that he will be back to work very soon.

(Continued on page 38)

28th Street—Castro Cable

By JAMES O. BITTLES and DANNY DONOHUE



The Easter Parade is over, the girls have given each other the once over, but they had to go to church to do it.

Fine weather, fine clothes, fine girls, and a fine time paying for everything on time.



We don't know whether it was an Easter

gift or a necessity, but Motorman Young has got a new blue serge uniform.

Motorman Lang has got a new Oldsmobile, and Harry shines almost as bright as the machine as he passes by.

Motorman Healy is now riding up and down Richland Avenue nights and getting paid for it. Don't let it get you, Tom.

Conductor Nerio is laying low these times. Pete is merely looking up some new addresses of old friends.

The only time that Motorman Campion eats duck eggs is Easter Sunday. Jack eats his usual six ever since he was a boy.

Good Friday was a bad Friday for Conductor Frisella. What did he do? Ask him; you would not believe it, but he did.

She wanted a fox fur for Easter, but Motorman Polidori compromised and gave her a live rabbit.

We have not seen Conductor Cyr since he was married. Is it possible that he has fallen into the ways of all poor married men?

When we hear Motorman Allard talking baseball, we know it's spring, and spring is here. Play ball!

Another old timer has pulled down the trolley and walked into the darkness. He must report to the "Great Superintendent" who tells them all to turn in. We all regretted to learn of the death of Conductor Harry Pauley.

Conductor Holt, who made his home with Harry for many years, will miss him more than anyone. A good friendship brought to a close—such is life.

We are not going to say anything about Conductor Hoffman this time, for when we think he is coming to work he tells us he is going home.

We have not seen Conductor Walters for some time—it must be getting so he can hear the old alarm clock go off these mornings.

If you don't think marriage changes a man, take a look at Conductor Parmeley. We don't know whether Jim is walking or skipping any more.

It must be either a long winter or a late spring, but Motorman Flynn has not shed his big overcoat yet. You can be sure when Pat sheds it the weather is good.

Conductor Simon is getting to be quite a cook. He will be a first-class housewife soon. We never thought Eddie would turn out to be a model husband.

The following named motormen and gripmen of the 28th and Castro Streets Division have written no accident reports for the past six months October 1st, 1936, to April 1st, 1937:

Bakopanos, G.	Lowder, E.
Bishop, H. N.	McPhun, C.
Botts, H. L.	Morrison, F.
Cain, C. B.	Munday, O. H.
Campion, J. J.	Oslin, E. U.
Cantoni, L.	Santoni, C.
Catoir, C. E.	Schuback, J. H.
Crossen, B.	Schluab, A.
Day, K. F.	Semmelhaack, J.
Fuller, J. C.	Strohecker, W.
Hageman, G. E.	Thompson, W. A.
Hatzis, J.	Walter, F. C.
Holtzen, F. R.	West, W. H.
Horton, J. B.	Wickett, C. E.
Hugh, E. H.	Williams, S. U.
Jones, H.	Willman, J.
Langston, W. J.	Zucconi, E.
Larsen, R. E. V.	

Now that crews may have the same day off, Motorman Gallo and Conductor Fleiger may get their fishing tackle ready and start telling fish stories.

When the Income Tax Collector asked Conductor Papale if he had any dependents Johnny replied, "Yes, I have two extra men."

Motorman Van Winkle is confined to the St. Francis Hospital, a victim of an auto accident. We wish him a speedy recovery and hope to see him back with us again soon.

Night Shop Foreman Wells is also in the hospital with a broken leg. Accidents are incidents with Jack.

Did you see that rain coat Motorman Johnson wore during the wet spell. It looked like he got it from some crab fisherman.

Conductor McKeown spent three hours in church Good Friday. How could Johnny sleep that long with all that singing?

When Motorman Costantino sheds that black overcoat we will all know that spring is just around the corner. "Dominio says that it pays to keep warm."

Another of the boys was struck and injured by an auto; this time it was Motorman L. Cotsikas. "Louis says that those machines will get in the way."

Just a few nights ago we got a hurried call for the wrecker. When investigating what the trouble was, we were informed that Inspector Harry Cohn had gone for a ride with the motorcycle inspector in the side car and was unable to get out. "What was the trouble, Harry?"

The following named conductors of the 28th and Castro Streets division have had no remittance errors for the month of March, 1937:

Adams, R. F.	Lewis, J.
Armstrong, W. A.	Long, F. E.
Bacher, J.	Lowry, L. L.
Bassillio, J. S.	Metro, G.
Beebe, L. R.	Morris, J. L.
Beebe, R. R.	Nerio, P.
Brill, A. C.	Neuner, G.
Brown, D. G.	Ochesky, H. L.
Cain, J. F.	Patterson, T. A.
Carter, R. W.	Peak, C. J.
Colley, G. J.	Poricky, L.
Curtin, D. J.	Priola, J.
Denton, F. G.	Reinhardt, W.
Donohue, D.	Shaw, A. L.
Dupuy, E. P.	Sherman, W. A.
Fehmelcher, W.	Siemens, O. R.
Fulton, J. L.	Siess, R.
Gallagher, F. J.	Simon, E.
Griffith, T. F.	Smith, R.
Guerrero, C. J.	Sutlief, C. R.
Hanback, A. M.	Thibault, J. A.
Haupt, R. S.	Thompson, S. E.
Hays, P. Z.	Thompson, S. E.
Hefferman, C. J.	Tooley, C.
Hendricks, W. P.	Vogel, W. C.
Hitchcock, A. H.	Watters, K. B.
Houston, A. H.	Whelton, C.
Jackson, F.	White, W. H.
Jones, J. E.	Wiser, J. H.
King, W. E.	

Conductor Slack says that there is nothing better than a good drink of "pure spring water" when finishing the day's work. "How about it, John?"

Where was Conductor Lunden going with that nice Easter lily? We thought Pete was over those days.

Conductor Diduch celebrated St. Patrick's Day like a true Irishman. Pete's wife is from the land of "Shamrocks rare and colleens fair."

Motorman Bill West is getting so large around the waist that he had to go to an awning company to make him a belt.

SUTRO SURF BUBBLES

(Continued from page 35)

Inspector Cowden looks very snappy with his new cap and all, particularly when he is piloting that huge motorcycle. He makes his rounds regularly and has lots of pep.

Inspector James Allen is back at his old station at Sutter and Kearny Sts. His day job on Mission Street must not have agreed with him, however the men on Sutter Street are glad to see him back again.

Inspector Frank Keyer is getting a workout these days, breaking in on that motorcycle. Starting the bike is not like stepping on the starter of his own big car.

Motorman Sortors says Spring may be all right for those who are young and in love. Spring makes no difference to him any more—it's all winter now.

Motorman Wickett says he likes to climb the green hills and pick the wild flowers and listen to the voice of the song birds. Not all alone, Clarence.

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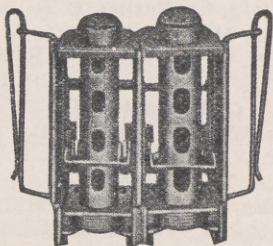
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Robt. Scharetg, Mgr.

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Oak and Broderick

By J. L. EDMISTON and L. E. HOWARD

Roy Yowell made a flying trip to Los Angeles over the week end. He left here after he got through work and drove to Los Angeles in ten hours, actual traveling time, averaging 26 miles to the gallon. Roy said he had a wonderful trip and is sure mighty proud of his little car.

Walter Van Peck has been mighty busy here of late rehearsing his orchestra for the third anniversary dance given by the Colonel Henry Byllesby Post and Auxiliary No. 3000, Veterans of Foreign Wars of the United States, at the Veterans War Memorial Auditorium, Saturday evening, April 10th. Walter is a very able orchestra leader, so there is no reason in the world why the boys will not shake a wicked foot when they get an earful of Walt's music.

Mighty proud at this time to see so many of the boys with new uniforms on, now that spring is here. It shows that they believe in a spring cleaning and they are keeping up with the times.

Sam Siegel says that he is getting along at that stage of the game that he sleeps on two pillows to get his beauty sleep. Leave it to Sam to keep fit as a fiddle.

Herb Barrill went fishing down around the Half Moon Bay and according to reports had very good luck. He fished for about four hours, without very much success and then went over to the fish market and bought four nice fish to bring home. Herb says that silver is the best bait to fish with.

Stewart Love, wife, and mother took a short drive this last Saturday. They left here and went through Napa to Placerville and back around by Stockton, home. The trip was enjoyed by all, but they came home pretty tired.

Mitchell Coffey and wife went up to Gridley to visit friends and relatives. Mike says they did not do much chasing around there this time because it rained too hard and they did not care much about getting wet.

Anyone interested in gardens and flowers, see Jack Tyers for information, as he has one of the prettiest gardens you ever laid eyes on. Jack spent many an hour of hard work developing this garden and now has something to be proud of.

Charlie Good is still selling insurance to a lot of the boys. If you are interested in any way, see Charlie and he will show you a nice policy.

NOTICE TO MOTORMEN HAIGHT STREET LINES

Motormen on westbound cars on Lincoln Way at 47th Avenue, where the cross-over is located, will please slow down the movement of cars to a speed not to exceed five miles per hour when operating over same.

Two complaints have reached this office recently of fast and reckless running over the cross-over causing unnecessary noise.

Please be governed accordingly.

A. W. BROHMAN,
Vice President
In Charge of Transportation.

April 2, 1937.

The following is a list of conductors and operators at Oak and Broderick Division who were not on the short and over list for the month of February, 1937:

Anglus, J.	Mosk, J.
Anderson, Jas.	Meyers, W.
Almos, T.	Mayville, H.
Bain, H.	Milne, J.
Baillie, J.	Mosley, J.
Byers, W.	Monroe, M.
Brady, P.	Neal, J.
Brooks, F.	Nevers, E.
Behlendorf, H.	Noll, H.
Coffey, M.	O'Connor, J. J.
Crutchley, A.	O'Rea, H.
Daly, T.	Orner, J.
Darcey, T.	O'Rear, A.
Duke, E.	Pedersen, L.
Elsenhans, W.	Peck, W.
Eagan, J.	Polcyn, J.
Fay, W.	Petzold, E.
Finklestein, B.	Paul, C.
Franklin, F.	Raymond, G.
Fraser, Earl	Siegel, S.
Gedgate, F.	Stevens, W. H.
Goldstein, H.	Stocker, A.
Gray, J.	Stevens, W. H.
Geldmacher, C.	Smith, M.
Harper, L. R.	Simpson, G.
Hegarty, T.	Swan, B. B.
Heintz, C.	Schmidt, L.
Hodges, R.	Treanor, J.
Hulme, P.	Terrell, H.
Jacobs, W.	Van Loon, W.
Jones, F. S.	Wilson, A.
Love, S.	Wyhlidko, J.
La Brash, G.	Wade, L.
McClelland, Wm.	Young, H.
McCarthy, R. E.	Yowell, R.
McKenzie, W.	

Ed Jewell and wife visited his country place up on the Russian River just to see if it was all there. Ed says that now spring is here he has just a touch of spring fever and longs for the country.

Chris Rudiger and wife spent four very wonderful days over the week end at Merced, visiting all their relatives and friends. Chris likes the country very much and says you can take the boy out of the country, but you cannot take the country out of the boy.

Jim Milne is still taking his dip in the ocean every few days and going down to the Y.M.C.A. to keep himself fit as a fiddle.

B. L. Johnson and wife were visited by the stork, who left a fine baby girl weighing 6 pounds, 9 ounces, and her name is Georgia Marie. Glad to state at this time that mother and baby are doing nicely.

When this data was going to the press, Motorman Claude Moore's wife presented him with an 8½-pound baby boy at 3:00 A.M. Glad to say both are doing fine.

Operator Fred Barnett says it runs his laundry bill up too high to demonstrate how physically fit he is before pulling out in the morning. He also lost a day's work. Why?

Handsome Jimmy Korakakis purchased, not one, but three, yellow ties to wear with his dark blue shirt and seems to be having more telephone numbers thrust upon him than ever. Kory is diligently carrying out the two-tone color effect in what the well dressed conductors are wearing this season. 'Tis rumored that even the girls at Poly High crowd the windows when he passes there.

Motorman Jack Stihl, who hurriedly agrees with whoever is able to talk while he is around, was putting on the moans to Shop Foreman Nolan about the dull routine of a working man's life, when Nolan said: "Yes, Jack, it's tough, let's go out to the Cliff House, jump in, and end it all." To which Jack replied: "Yeah, sure that's what I say, let's go, Oh, the h--- with that noise," all in the same breath.

The best song title of the month heard over the radio: "With my floating kidney, I'll come drifting back to you."

Below are the names of motormen and operators at Oak and Broderick Division who had no accidents for six months period from September 1st, 1936, to February 28th, 1937:

Anderson, Jno.	McCullough, T.
Birman, J.	McCarthy, D. E.
Baronik, A.	Noll, H.
Carlson, A. E.	Polcyn, J.
David, F.	Pedersen, L.
Fraser, Earl	Proovich, G.
Fordtran, G.	Pocan, C.
Harper, G. O.	Rice, J. G.
Henry, M.	Raymond, G.
Hudaklin, M.	Seegos, P.
Jablonski, S.	Stevens, W. H.
Jewell, E. H.	No. 966
Larsen, R.	Stevens, W. H.
Meyers, W.	No. 914
Miller, J. B.	Tyers, G. T.
Miller, J. C.	Wheaton, F.
McDonald, F. D.	Young, H. E.

Sam Siegel, our genial collector at Haight and Fillmore Streets, seems to be solidly entrenched in the good graces of his traveling public, as well as the business men in the vicinity, and why not, for smiling Sammy not only holds the car for them, but rings their door bells if they don't show up at the regular time, so they may not be late for work or opening up their stores.

The best laugh of the month was when "Blackie" Dini, shopman at Haight, was telling, with all the gestures and expressions, of his dear old Italy, about being in that certain room at home during an earthquake, which shook the house so badly that the door jammed and he couldn't get out. Get him to tell you what happened when you are feeling blue, it's a sure cure.

One of our most quiet and refined motormen, W. E. Allen, almost swears occasionally when the boys take him in a domino game. He said that when certain ones are playing, he couldn't even down the double six, which he carries in his pocket.

One word description of J. Hourcaillou in his Ford V8, J. Mosley and R. Ulrich in their Plymouth leaving Oak and Broderick for Geneva with only seven minutes to catch a run—Flash—.

J. Hourcaillou said he ran a Varney speed plane from Mills Field to the San Jose city limits and had time to smoke a cigarette before the plane passed over where he stopped. O.K. Jean, I once saw a man swallow a monkey wrench and it worked out through the pores of his skin.

Our regular fishermen had another day of it recently but, as yet, my appetite is not appeased, which they built up a couple of years ago while each one was describing his prowess as an angler. However, I am subject to illusions for I used to be able to get cinders in my eyes while listening to railroad men railroading in the club house. So don't mind me, boys.

All of the boys from down Dixie ought to hear what J. L. Wilson said should be his reward for finding a certain article lost on his car when it is returned to the owner. Bet you haven't heard the expression since you left "Down Yonder". I know I haven't.

Speaking of Dixie, wouldn't you like to hear this double quartet: J. L. Wilson, C. Aldridge, C. Barnett, F. Barnett, T. A. Rice, G. Fordtran, Eddie Havens, and Ben Dodd sing "Pardon my Southern Accent"?

Employees whose watches do not keep accurate time should have Preston regulate them.

He will be at the car house every two weeks or you can call at his store, room 210, Phelan Building.

Preston is the official watch inspector for the Southern Pacific, Western Pacific and Northwestern Pacific Railroads.—Adv.

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP



April Fool's Day has come and gone again. Dave Mattley was the sucker to one of the oldest gags known, and was Operator Brigg's face red when he stopped to pick up what looked like a valuable package lying next to the track?

After a long engagement Bill Bunce has up and got himself married. The lucky girl? Why none other than the popular 24th street cashier, Miss Loretta Hickey. Here's wishing them lots of luck.

Speaking of married men, it seems that the new Mrs. Howe has Frank broke in after only a couple of months. She was seen stepping out to ladies' auxiliary meeting while Frank stayed home and washed the dishes.

Two of our boys who were in the hospital for o-so-many months have finally been discharged. Roy Brewer is now hobbling about on crutches. Motorman Essley is resting up at home, visitors welcome. But Motorman Mitchell still is confined in the hospital, and W. J. MacDonald is a new arrival there. We wish them and all others on the sick list a speedy recovery.

Conductor George Lydiard is having his Chatanooga St. home all remodeled with hardwood floors, streamlined stucco front n'everything.

Who's in the market for a canary bird? See Motorman Espinoza.

Operator Symington received a lead dollar on St. Patrick's day of

all days. Symington says he is going to pass it on to Andretty if it's the last thing he does.

Rumors of a new love affair: Old "Chris", our ex-janitor, is seen quite frequently in the vicinity of 22nd and Mission giving a bag of candy to a pleasantly plump lady friend.

Paul, our night shopman, tied up the week-end traffic on the bay bridge when the super-car of his went dead. The trouble is that Paul has so many accessories tacked onto his car it is too much of a load for the engine to pull.

PURCHASE not friends by gifts; when thou ceasest to give, such will cease to love.—Fuller.

CONDUCTORS

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Following is a list of Motormen and Operators at 24th Street Division who were not obliged to make out an accident report on account of having no accidents or not being involved in same:

Collins, C.	Gregory, J.
Langley, S. H.	Campbell, R.
Angelius, E.	Peche, E. J.
Espinoza, T. J.	Shubert, D. W.
Lang, G.	Deeb, A. M.
Erickson, J. V.	May, C.
Kamna, J. H.	Thompson, W. A.
Kleist, O.	Marshall, W. R.
George, C. H.	Desmond, C.
Alvarado, L.	Cote, A. E.
Gibson, W. S.	King, V. P.
Clem, J. S.	Fulton, D. J.
Naughton, W.	Drake, E.
Mattley, D. J.	Andretty, J.
Murphy, S. J.	Carney, E. W.
Schoux, A. H.	Briggs, P. S.
Aspinolli, J.	Norton, J. R.
Buriani, A.	Bradley, O. L.
Garnier, J.	Marshall, F. C.
McCarthy, M. P.	Lunsford, M. G.
Hector, G.	Dalton, C. J.
Dusdall, J.	Symington, R. W.
McIsaac, A. H.	Kimber, R.
Holland, B.	Bradshaw, W. P.
Toolis, P.	Alexander, K. M.
Anderson, A.	Mattis, C. A.
Ewert, P.	Davis, E. M.
MacDonald, W. J.	Dunsmore, H. O.
Noga, J. F.	Brachais, R. E.
Granucchi, D.	Allen, J. A.
Lucas, J. G.	Timm, R. A.
Pellandini, B.	Dutson, L. C.
Bockhop, H. J.	Schofield, I. N.
Dever, M.	De Vita, M.
Jackson, E. D.	Plamondon, D. G.
Brandy, F.	Adams, C. H.
O'Grady, M.	Walker, E. F.
Lucy, J. J.	Barry, P. M.
Zimmerman, L. W.	Gooding, R.
Grube, A.	Bailey, J. H.
DaSanMartino, J.	Fagerle, R.
Thomas, L.	Clapp, W. F.
Bankowski, M.	Wetteland, K. F.
Volpi, F.	Busby, C. L.
Hussey, P.	Griffith, R.
Lynch, G. J.	Behnken, W. H.
Bartlett, J. A.	Total—94
Clark, H.	

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7th Floor

Ferry Scandals

By R. A. ELLIOTT

It is with great sorrow that we note L. E. Brown has started to show his age. Everyone has seen the fine "shiner" that he has been displaying lately and has heard all kinds of stories about how he received it. I have had so many inquiries as to how it really happened that I have decided to give you the facts of the case.

Mr. Brown started home Tuesday, March 23rd, but decided to get off at Sutter Street and go up to the office to get some school passes for his children. After getting the passes, he came back to Market Street to get a "K" car to go home. Just as Mr. Brown arrived at the safety zone, the "K" car was pulling out. Mr. Brown thinking that he was still as young as ever, tried to make it on the fly. The result was two lacerated knees, a black eye, skinned nose, lip and chin.

Let this be a lesson to you, Mr. Brown, practice what you preach. All day long, you tell passengers not to board a moving car. Now you know what happens sometimes when one fails to heed that advice.

Have you seen P. O. Peterson since he had his teeth pulled out? He looks almost like Harry Reedy. Pete sure picked a fine time to have the old molars extracted, just before he got the motorcycle assignment. Pete says it is very annoying, while riding, to have the wind whip his lips against his bare gums. Well, one consolation Pete, your teeth will never chatter again.

Today we have been convinced that accidents happen three at a time. We just found out that T. O. Stevens had an accident similar to Mr. Brown. He tried to board a moving car but by the time he got there it was gone but Steve was on the pavement. Steve had one thing in his

favor though. He is so well cushioned that it didn't hurt him.

I hope I won't be the third in this series of accidents.

Z. P. Zizak, Motorman on Run No. 14 Market, got off of his car at the Ferry Loop to get a drink of water. When he left the fountain, he saw a car pull out. He didn't look to see what it was, just thought that someone was taking his car out. He chased it clear out of the Loop before he found it was a No. 17 car.

He came back like a whipped dog, crawled back on his car and never said a word.

It seems that our old friend, George Karahaloes made a bum deal the other day. He sold his old friend George Economou \$10.45 for fifty cents. "Cold Foot" hasn't felt well since.

Jack Rand, our Sunday Shopman at the Loop, is a very efficient man at all times, till it comes to trolley work. Jack is so light that when he gets on top of a car to pull a trolley down, the trolley takes Jack up and he has to call for help to get them both down. Jack was also caught going through the motions of oiling a dry trolley wheel on a Sutter Jackson run with an empty oil can. He did a very good job, only for the fact that he failed to take the squeak out of the wheel.

Tom Barnett, whose duty it is to open up the Switch tower each morning, hid the key the other morning so well that he couldn't find it the next day. The tower wasn't opened till George Economou came to work. George had to break the lock to get in. The next day, Tom had to lay off with a badly bruised knee, which he says he hit on the trap door trying to break it open. That was a good excuse to get off and he got away

with it. What we can't understand is as to how he fooled the boss, that he hurt his knee on a trap door, that he has to go up a ladder to reach. Now if it had been his head, we could understand how he bumped it, but at the same time, if he had told the Boss that he had bumped his head, the Boss would have told him to go ahead and work. There was nothing in his head to hurt.

I guess Tom was wise at that, telling the Boss it was his knee he bumped but I can't understand yet how he explained how he got his knees above his head.

We had a report from John Boles today. John has been off sick for several months and he is not getting along so well now. John, we are all sorry to hear this and wish you a speedy recovery.

Familiar Sights and Sayings Of the Loop

Wm. Loughrey — "Roy, answer the phone, see what they want."

Roy Spencer: (on a hot or rainy day) signalling to Tom Barnett to call him over to the office.

L. E. Brown: Picking his teeth with his finger nail.

Jack Thibault: All wrapped up in his overcoat—with his hands in his pockets.

T. O. Stevens: Trying to beat the taxi driver to the only news bench to sit down.

R. A. Elliott: Rushing up to work at 12:32.

Harry Reedy: All right 5, let's go! Next, "Stop a minute, 5".

Bill Craig: Running ten steps towards the wrecker, then stopping to puff. (Puffalo Bill.)

Geo. Economau: (Making out his work sheet.) Sent in, phoned, and held over for Jim.

James Gardner: "You pass the car house twice each trip, why didn't you stop?"

Jeff Cane: "I'll wait a little while, it might rain".

Tom Barnett: "Oh, George, come over and relieve me!"

D. Davies: "One win and one run out."

Geo. Karahaloes: Taking his regular afternoon siesta.

Bill Berry: Making relieve at 3:30 sharp.

"Pop" Spencer—agreeing with Tom Barnett on the present political situation.

Pat Martin is back on his old job as track oiler. Jeff Cane has gone back to Mission Street. We are all glad to see Pat back at his job.

We believe that Inspector Ernie Spencer will be satisfied to let the operator take the car out at nights now when he gets home. For a while, it seems that the Operators couldn't get him home soon enough, but Ernie seems to have gotten that out of his head. Now he is satisfied to sit down and be quiet till he gets home.

Why is it that Jack Thibault, a married man, has to come to work a half hour ahead of time on Monday morning, after being off Sunday to patch up his uniform. Yes, it took Jack a half hour with a needle and thread before his uniform was presentable this morning.

After Roy Spencer and his wife spent Roy's day off painting their kitchen, the boss might just as well have given Roy the next day off also for all the good he was on the job.

Mr. Wm. Loughrey spent an enjoyable day Saturday escorting four hundred school children from Fairfield about the city. The boss did very well till he lost a few of them in Golden Gate Park. They had him on the hop till he picked them up, in-bound from the beach.

Obedience to the rules and regulations is essential to
Safety—Without obedience a state of chaos would exist.

A Fair Fare to Pay Fair Wages

After conferences with a committee representing our motormen, conductors, operators, shopmen, linemen, cable machinery men and trackmen, we granted an increase in wages, better working conditions, and subscribed to full Union recognition.

This is the second increase granted since January, 1935; for motormen and conductors, our largest group of workers, this amounts to an increase of 30% since that time.

Under the conditions prevailing not only in San Francisco, but throughout the entire country, we feel that our workers are entitled to these higher wages and better working conditions, but **we cannot stretch a nickel any further to pay them.** We must have more revenue to meet these increased expenses as we cannot pay out more money than we take in. The stockholders cannot give up a part of any dividends, as they have had none since January, 1924, more than 13 years ago.

To meet these additional expenses, for the first time in the history of the Company, we are compelled to apply to the Railroad Commission of California for permission to charge a higher fare—7 cents cash or 4 tokens for 25 cents (6¼ cents), with proportionate raises for school tickets and Sunday passes. Private and municipally operated street car companies throughout the country (San Francisco and New York excepted) found it necessary to increase fares years ago—the average fare today being more than 8 cents.

We believe our patrons appreciate the necessity for a fare increase. We assure them safe and courteous transportation, continuing our program of improvements as soon as financial condition permits.

While Market Street Railway Company Operated at a 5 Cent Fare—Municipal Railway Operated at a Fare Equivalent to More Than 6 Cents.

To maintain good service and meet its obligations for the past six years it has been exceedingly difficult for Market Street Railway Company, for it had to overcome the handicaps of increased expenses and decreased revenues without such relief and advantages as Municipal Railway enjoyed. Such relief and advantages, amounting to more than one cent for each of Municipal Railway's revenue passengers and resulting in an equivalent fare of more than six cents for Municipal Railway, were sixfold:

(1) Municipal Railway dipped into the general tax fund of the City and County of San Francisco for

\$1,236,855.83 to finance its deficits in the last six years. A commensurate amount for Market Street Railway Company, based on revenue passengers carried, would have been \$3,141,000.00.

(2) During the long depression, Market Street Railway Company ran short of money, but it could not dip into the general tax fund of the City and County of San Francisco for relief. Had the above \$3,141,000.00 been available to Market Street Railway Company, it would not have been obliged to pay interest on borrowed money, unpaid power bills to Pacific Gas and Electric Company and equipment trust notes. Such in-

terest for the six years amounted to \$328,109.00.

(3) The Municipal Railway has generally elected to serve only the more thickly populated territories and is free from jitney competition; this, together with the blanketing of Market Street Railway Company's lines on Market Street resulted in an average revenue of \$3.270 per car and bus hour for the past six years as against similar revenue for Market Street Railway Company of \$3.195 for the same period. These advantages for the past six years would have given Market Street Railway Company an additional revenue of \$1,086,000.00.

(4) Municipal Railway did track reconstruction and other work under P. W. A. grants to the extent of \$128,000.00. The P. W. A. contributed 55% of this amount, or \$70,400.00. Market Street Railway Company could not secure such relief, as it was not municipally owned and operated. However, an equivalent sum for Market Street Railway Company, based on track mileage, would have been \$233,700.00.

(5) Municipal Railway is exempt from the burden of jitney competition which is permitted along some of the trunk lines of Market Street Railway Company with a substantial loss of revenue. The loss is reflected in the car and bus hour revenue mentioned in paragraph (3).

(6) Municipal Railway is not burdened with many expenses of operation which Market Street Railway Company must bear, among them being:

(a) For executive and departmental work it uses at little or no expense the services of the Mayor, the Supervisors, the Manager of Utilities, the City Engineer, the City Treasurer, the City Comptroller, the City Purchasing Agent, the City Board of Works and their subordinates; whereas, Market Street Railway Company is obliged to maintain a staff of executives and Department heads. This increased cost to Market Street Rail-

way Company if taken at \$50,000.00 amounts to \$300,000.00 for the six-year period.

(b) It pays no taxes whereas Market Street Railway Company's tax bill for the past six years amounted to \$2,630,869.00.

(c) It pays a very nominal amount for legal work done for it by the City Attorney and his large staff of competent attorneys; whereas, Market Street Railway Company is obliged to maintain a General Counsel and staff of attorneys at an annual expense of approximately \$60,000.00. For six years this expense would be \$360,000.00.

(d) It pays no office rent, using public buildings; whereas, this expense for Market Street Railway Company is about \$33,000.00 per year or about \$20,000.00 for six years.

(e) It enjoys the credit of the City and County of San Francisco for its financing and was therefore able to finance about 2¾% less than the cost of money to Market Street Railway Company. The higher interest rate cost Market Street Railway Company about \$1,225,000.00 during the past six years.

(f) It is not expected to contribute to the support of San Francisco's civic and charitable organizations. Such contributions are annual expense to Market Street Railway Company of about \$20,000.00, or \$120,000.00 for six years.

(g) It does not pay for the right to operate over tracks on Embarcadero in front of Ferry Building, but Market Street Railway Company is obliged to pay \$12,000.00 annually for this privilege, or \$72,000.00 for the past six years.

(h) It does not pay for any street lighting, but Market Street Railway Company is obliged to pay \$12,575.00 annually, for such lighting as required by franchise. In six years this expense has amounted to \$75,000.00.

(i) It carries no fire insurance, but Market Street Railway Company cannot afford to be without such

protection, since the public purse is not behind it. This expense is \$10,739.00 annually and for six years has been \$64,000.00.

(j) It maintains no Hospital and Medical Department for its employees. Market Street Railway Company accords its employees such a service (each employee contributes 75 cents monthly) and bears the burden of the deficits, which for the past six years has amounted to \$92,000.00.

(k) It carries no free life insurance for its employees. Market Street Railway Company carries such insurance for each of its workers. This expense for the past six years amounted to \$206,000.00.

(l) It received from the State of California about \$40,000.00 during the last six years as a subsidy

for its Embarcadero bus line, even though it neither issues nor accepts transfers in connection with these buses. Market Street Railway Company received no such subsidy for any of its bus operations.

These advantages (and perhaps there are others), total \$10,172,000.00 for the six years and amounts to more than 1 cent for each of the 951,000,000 revenue passengers carried by Market Street Railway Company during that period.

This statement is merely a recital of facts and in no sense is to be construed as criticism of Municipal Railway and the good management it receives.

Market Street Railway Company,
Samuel Kahn, President.

Smiles

Almanac Revision

It happened in New York's lower East Side.

"How many seasons are there?" asked the teacher.

"Just two," answered Rachel.

"What are they?" inquired the puzzled instructor.

"Slack and busy," replied Rachel.

✓ ✓ ✓

Look Near the Ball

Golfer: "What's the idea, borrowing ma shilling and laying it near th' wee ball?"

Pro: "I must do something to keep your head down."

✓ ✓ ✓

Hoarding

The city dweller was reading a newspaper when he was heard to exclaim, "Even the cows are doing it now!"

"Doing what?" inquired his wife.

"Hoarding," he replied.

"Not really hoarding?" his wife echoed.

"Sure," said her husband. "Right here in the headlines it says: 'Light native cow hides 7c'"

A Funny Picture

When they christened poor Carrie
The name she should carry,
They must have liked Carrie

For a name, I am sure.

But what, when she'd marry

Then what of poor Carrie,

If the man she should marry

Was Mr. Cature?

✓ ✓ ✓

Misunderstood

As the ship was about to leave the harbor an old lady was knitting on deck. "Cast off there," shouted an officer.

"Thank you, officer," said the old lady tartly, "but I am quite capable of doing my own knitting."

✓ ✓ ✓

Financial Note

"I notice by a Wall Street item that the bulls have stopped fighting the bears."

"Yes, they both have all they can do, fighting the wolf at the door."

✓ ✓ ✓

GENEROSITY is the accompaniment of high birth; pity and gratitude are its attendants.—Corneille.



...THRIFT...



Savings represent much more than mere money value. They are the proof that the saver is worth something in himself. Any fool can waste, any fool can meddle; but it takes something of a man to save and the more he saves the more of a man does it make of him. Waste and extravagance unsettles a man's mind for every crisis; thrift, which means some form of self-restraint, steadies it.

—Rudyard Kipling.



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SPRINGTIME IS PLAYTIME
AT THE ZOO
CAR 12 DIRECT